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KOWLOON-CANTON RAILWAY. TIME-TABLE.

		WEEKS DAYS.									
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45	7.15
Yau Ma Tei	Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50	7.20
Shatin	Dep.	7.01	8.25	9.30	10.15	12.15	1.30	2.30	4.45	5.55	7.25
Shatin	Arr.	7.15	8.40	9.45	10.30	12.30	1.45	2.45	5.05	6.15	7.45
Yau Ma Tei	Dep.	7.50	8.25	9.30	10.15	12.15	1.30	2.30	4.45	5.55	7.25
Shatin	Dep.	7.30	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45	7.15
Shatin	Arr.	7.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50	7.20
Canton	Arr.	7.41	8.45	10.15	10.57	12.57	2.12	2.55	5.52	6.41	8.15
SUNDAYS AND PUBLIC HOLIDAYS.											
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45	7.15
Yau Ma Tei	Dep.	8.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50	7.20
Shatin	Dep.	7.01	8.25	9.30	10.15	12.15	1.30	2.30	4.45	5.55	7.25
Shatin	Arr.	7.15	8.40	9.45	10.30	12.30	1.45	2.45	5.05	6.15	7.45
Yau Ma Tei	Dep.	7.50	8.25	9.30	10.15	12.15	1.30	2.30	4.45	5.55	7.25
Shatin	Dep.	7.30	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45	7.15
Shatin	Arr.	7.45	8.10	9.15	10.05	12.05	1.20	2.20	4.40	5.50	7.20
Canton	Arr.	7.41	8.45	10.15	10.57	12.57	2.12	2.55	5.52	6.41	8.15

BISHOP OF SINGAPORE.

IMPRESSIVE ENTHRONEMENT SERVICE. ANCIENT RITUAL IN TROPICAL SETTING.

SINGAPORE, Dec. 15th.
Ancient and impressive ritual used for many centuries in the cathedrals of England was seen in a modern and tropical setting when the Right Reverend B. C. Roberts, second Bishop of Singapore, was enthroned in St. Andrew's Cathedral yesterday afternoon.

The service was one of great dignity, beauty and significance. It was also of historic interest, in that this was the first occasion on which the full ceremonial of an enthronement has been seen in Singapore, and the Cathedral authorities had studied the "uses" of English dioceses in arranging a service which was fully worthy of the position of spiritual and ecclesiastical leadership occupied throughout a wide area of Malaya by the Lord Bishop of Singapore.

The sermon preached by the Bishop was his first public utterance in his diocese since his consecration in Westminster Abbey.

Bishop Seeks Admission.

The service opened with a hymn, after which the Archbishop and the Cathedral clergy—the Rev. G. T. Shethliffe and the Rev. J. V. Westlake—returned to the West door, where there was a large gathering of the faithful in the history of the Christian Church.

Three knocks on the door resounded through the Cathedral, and the Archbishop directed the senior warden to discover who sought admission. The answer came back in the accents of medieval England, "The Lord Bishop is without. The Lord Bishop blesses all his children."

The doors were thrown wide, and the Bishop entered his own cathedral, an impressive figure in the full robes and adornments of his office. He wore the amice, alb, girdle, pectoral stole, cope, and mitre, with the pectoral cross and the episcopal ring, and he was preceded by the crossbearer, wardens, and marshals, and accompanied by two Chaplains and the Registrar.

A hymn was sung as the procession moved up the nave, and at the conclusion of the communion of the Archbishop of Canterbury was read. The clear and resonant voice of the new Bishop was heard for the first time in St. Andrew's when he took the oath of fidelity, swearing that he would "Well and faithfully rule and govern in this bishopric" and that he would procure to be observed "the statutes, laudable provisions, rights, and liberties of the Cathedral church of St. Andrew's, Singapore."

The Bishop Installed.
The Bishop then moved at the head of the procession through the choir to the sanctuary, where he besought the congregation to pray, "As you are inwardly moved in spirit for myself and this diocese." There followed a reminder that the Anglican Church is still the State Church of England, the Bishop taking the oath of allegiance to His Majesty the King.

The Bishop preached from the text, "Father, glorify Thy name. There came therefore a voice out of heaven saying I have both glorified it and will glorify it again." When he first set foot in Singapore more than twelve years ago, he said, he little dreamt that the ceremony of to-day would be the consummation of that early adventure.

Referring to the growth of the Diocese his Lordship said:—Looking back upon the development of this Diocese, constituted as a separate unit less than 20 years ago, they must be filled with wonder and gratitude for the progress which had been made. How much they owed to the devoted labours of his predecessor was well-known to them, and he did not need to commend these achievements, which his resignation had brought so vividly to their minds. But these were not merely bygone events, they were a happy augury for the future, and they were God's pledge that they need not fear no failure.

MOROCCO'S NEW SULTAN.

BOY OF 20 CHOSEN IN SECRET.

PALACE INTRIGUES PREVENTED.

Fez, Nov. 10th.
With impressive ceremonial a youth of 20 was to-day proclaimed Sultan of Morocco. He is Prince Sidi Mohammed Hamada, the third and youngest son of the Sultan Moulay Youssef, who died here yesterday.

It is now revealed that the Sultan died in a plain white-washed room of monastic simplicity in his great palace in this city. The end came when his doctor had left the room to advise the palace controller that the Sultan was dying, and when the patient was watched only by two Negro guards.

It was at once decided by the Moorish nobles and by the French authorities, M. Steeg (the Resident-General), and General Chamberlain and Mounin, that the Council of Ulemas (doctors of Moslem law) should meet early this morning to name the successor, as Moorish law lays down that the new Sultan must be elected before the dead Sultan is buried. According to the Koran, all members of the Imperial Family are eligible.

Guards At All Gates.

The French authorities issued orders to prevent any unseemly intrigues or rivalry by those who might be called upon to succeed Moulay Youssef. Guards were posted at all gates of the palace.

The eldest son, Prince Moulay Idris, who is son-in-law of El Glaoui, the powerful Caid of Marrakech (Southern Morocco), was informed that the young Prince had to go to Rabat, and he accompanied them there. All of them were detained at Rabat, with other possible claimants to the throne, until late in the evening.

Fez was awake early this morning, and the shops were closed everywhere, while mourning flags were to be seen on the palaces and official buildings.

In the palace the Council of Ulemas sat, and, after a long secret conference, they declared that Prince Sidi Mohammed Hamada had been elected as Sultan.

The new Sultan was then officially proclaimed. In the palace square he reviewed the famous Black Guards and received the homage of all the palace officials.

Later the funeral ceremony took place. It was of extreme simplicity as laid down by Moslem law. The body, clad in the white robe worn at the moment of his death, was placed on a bier in the middle of the palace square.

Funeral Crowds.

M. Steeg, the Resident-General, and a group of French officers were in places of honour, while the Moorish nobles and chiefs were marshalled to their respective places by the Grand Vizier, El Mokri.

It was a beautiful morning with the sun shining brilliantly in a pure blue sky when the garrison of Fez marched past to render military honours to the dead Sultan.

The body was then carried on the bier to the Mosque of Sidi Abdallah, the imperial burial-place, where the ordinary ritual prayers were pronounced and the remains, still in the white robe, were committed to the grave.

The procession passed through an immense and silent crowd of natives lining the streets and packed close in the squares.—Daily Mail.

CANCER DISCOVERY.

Data which may prove to be a clue to the mystery of cancer have been discovered in research work on a barnacle, according to Dr. J. Johnston, Professor of Oceanography at Liverpool University.

Dr. Johnston says the result of the investigations supports the conclusions of Professor Blair Bell, of Liverpool, regarding the biological character of cancer and similar malignant growths. When the study of the barnacle was begun there was no thought of cancer in the minds of those who took part in the work. The life history, however, yielded what may be an important aid in the study of cancer.

DIARY OF EVENTS.

To-day.

Instone Bank official opening, 10 a.m.—noon.
Sanitary Board Meeting, 4.15 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.
Hockey: Club 1st XI v. 2nd XI, 7.30 p.m.
Punjabia, U.S.R.C., 4.45 p.m.
Cafe Regent dinner dance, 8 p.m.
St. Peter's Young Men's Club dance, Lane Crawford's Restaurant, 8.30 p.m.
Queen's Theatre: "The Kid Brother."
World Theatre: "Tim Hats."
Star Theatre: "The Lucky Lady."
Principal Mails: Outward: Europe via Siberia (Kamo Maru), 10.30 a.m.

Thursday.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.
Fairwell Reception and Presentation to Rev. H. Copley Moyle, St. John's Cathedral Hall, 5—6 p.m.
Royal H.K. Golf Club Drawing of Debentures, Sanitary Board Room, 5.30 p.m.
Y.M.C.A.: Services' Dance at City Hall.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "Resurrection."
World Theatre: "Alma of the South Seas."
Star Theatre: "Padlocked."
Principal Mails: Inward: Canada, U.S.A., etc. (Empress of Asia).

Friday.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.
Hockey: Club 1st XI v. Club de Recreation, King's Park, 5 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "Resurrection."
World Theatre: "Alma of the South Seas."
Star Theatre: "Padlocked."
Principal Mails: Outward: Australia, New Zealand, etc. (St. Alban's), 2.30 p.m.; Europe via Siberia (Suiyung), 5 p.m.

Saturday.

New Year's Eve.
Golf: New Year Meeting, Fanning.
Annual Children's Sports at Police Recreation Club.
Cricket League: Division II: University 2nd XI v. Police R.C.; Civil Service C.C. v. Yau Ma Tei; Friendly Cricket: H.K.C.C. v. Nanyang (first day); Kowloon C.C. v. Civil Service C.C.; K.C.C. v. Army; Club de Recreation v. K.C.C. 2nd XI.
Football: Annual Charity Match: Royal Navy v. Army, Soekunpoo, 4 p.m.
Football League: Division II: "B": Kung Woo v. South China; "A": Moslems v. Chinese Ath.; South China "B" v. Scouts; Kowloon v. St. Joseph's.
Yachting: Reserved for Resale or other race if necessary of racing yachts.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane Crawford's Restaurant, 4.30—6.30 p.m.; Cafe Regent, 4.30—6.30 p.m.; Hong Kong Hotel special dinner dance.
Repulse Bay Hotel New Year's Eve Carnival.
Cafe Regent and King Edward Hotel dinner dances, 8 p.m.
President's Dance at Craignower Cricket Club.
New Year's Eve Fancy Dress Dance at Peak Club, 9.30 p.m. to 1 a.m.
Queen's Theatre: "Resurrection."
World Theatre: "Alma of the South Seas."
Star Theatre: "Padlocked."
Principal Mails: Inward: Europe via Negapatam letters (Delata); Europe via Negapatam papers (Pyrrhus); U.S.A., etc. (President Harrison).
Outward: Europe via Marseilles, etc. (Hakuen Maru), 9.30 a.m.

Sunday.

New Year's Day.
Golf: New Year Meeting, Fanning.
Entries close for United Services Recreation Club Tennis Tournament.
Fanning Hunt: Drag Hunt, meet at Mrs. Dumb's Bungalow, 10 a.m.
Yachting: Reserved for Resale or other race for Cruisers.
Cricket: University "Past v. Present," Pokfulam ground.
"Cheer O" Y.M.C.A.: Men's Meeting, 7.45 p.m.
Monday.
Public Holiday.
Golf: New Year Meeting, Fanning.

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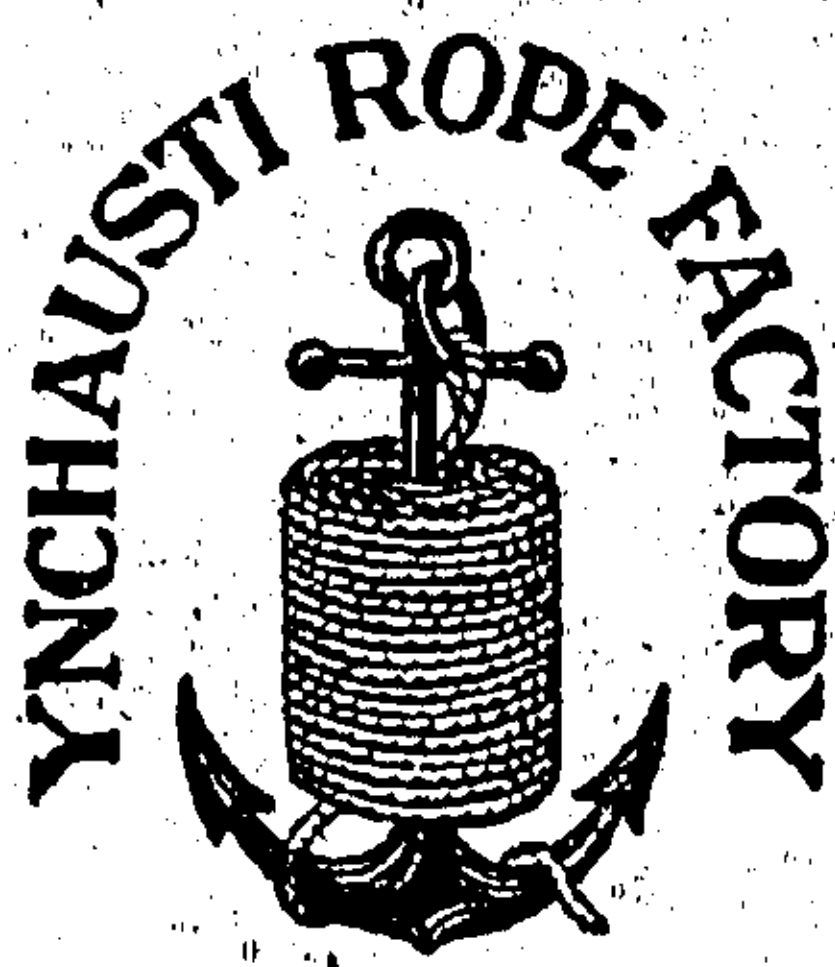
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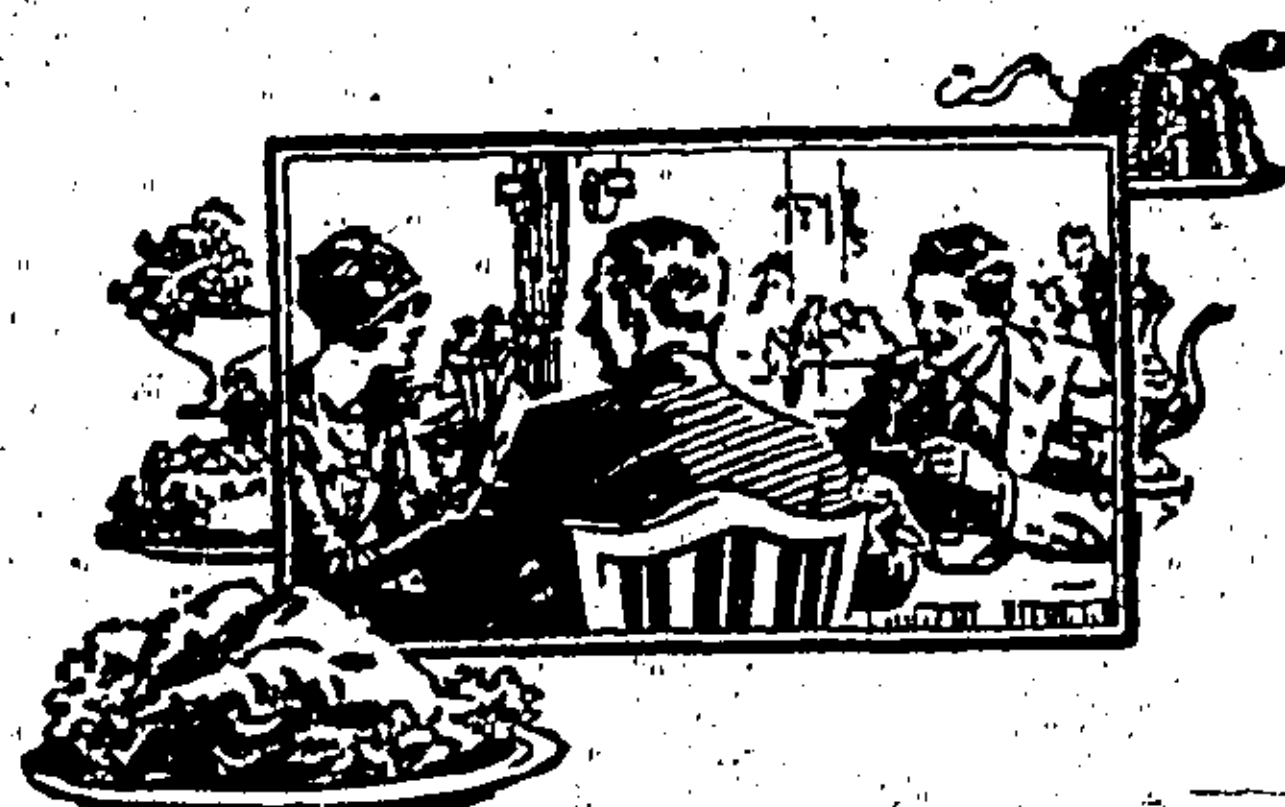
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WHAT HE DOES—AND GETS—FOR IT.

A LONDON CONTRAST.

(By SHAW DESMOND.)

A purse-proud plutocrat said to me last year in Palm Beach, Florida: "Reckon we've got a pinch on the liquid gold of this little old earth."

The figures just published that the stock of liquid gold in the United States is now nearly £1,000,000,000, or 55 per cent. of the total gold coinage of the world, and that the income per head of the American population is £154 against the Englishman's £88, seem to prove my plutocratic friend right. They certainly give what is so often referred to in New York as "the pauper Englishman" furiously to think.

But I want to ask certain questions.

Why is the average American income double that of the average English? Does (a) the worker; (b) the middle-class man; and (c) the wealthy man get the same value for the money expended—in other words, is the cost of living the same?

England, with over a million of "official" unemployed, and perhaps more nearly three to four millions of actual unemployed, when the sum and "unregistered" population is included, and spending as she does £458,000,000 per annum upon the "dole" presents the spectacle of "the pauper Englishman" versus the plutocratic American.

50 Per Cent. More Work Done.

The reasons of this contrast are fairly obvious to those who, like the writer, have spent a large portion of the years since the War in America. Placed in order of value, they are: (1) the increased working capacity of the American worker over the English, in a land where an' canny is unknown, being not much less than fifty per cent. when production, etc., is taken into account; (2) the greater specialised training of the American; (3) the steady increase in the use of "automatic" machinery; and (4) the vast natural resources of the U.S.

A Workman's Meal.

Beginning with the workers. In my last meal on the East Side, New York, in the house of a workman, we had fresh perfectly dressed salads, spring chicken tender as any served in a West End restaurant, an ice good enough for a king, and fragrant coffee simply not to be bought in England, for the American makes the best coffee in the world.

In a corresponding meal which I had in this country in the house of a northern skilled artisan, we had fried fish, fried in petroleum jelly, served upon a newspaper-clad table, pasty white bread without nourishment, strong good tea, and tinned corned beef made into a very vile stew.

I have had excellent meals with British working-friends, but usually the cleanliness of the food, its variety, and above all its nutrient quality, was more than fifty per cent. below my average working-class meal in the United States.

I can live quite well on the East Side of New York or in the Chicago blocks lying down by the river in the district where labour is recruited for £2 a week; if I have to do so.

But the higher I rise in the social scale the greater is the difference between the cost of living in America and in England, save in the very wealthiest classes.

The best middle-class restaurant on "this planet" is Henri's in Chicago. In the menu which stands before me I can get my choice of 12 "relishes," 22 different ways of cooking chops and steaks, 20 methods of cooking eggs, nearly the same number of ways of cooking potatoes, and a dazzling selection of beverages, from "Clysmic

Water, splits," to buttermilk and cream. Upon their everyday list there are perhaps five hundred dishes from which to choose. Now for the prices as compared with the average middle-class London restaurant:

	Chicago	London
Boiled eggs	1 0	8
Poached eggs	1 8	1 1
Ham and eggs	2 6	1 8
Steak with French potatoes	4 3	1 6
Lamb chops	3 4	2 0
Potatoes (various)	10	4
Early peas	7	6
String beans	10	5
Chicken with mushroom	4 0	3 0
Roast beef	3 0	1 2
Canterbury	1 0	8
Salads (various)	1 6	8

and so on, showing, as will be seen, a heavy difference in favour of England. But the American quality is half as much again better than the English quality in these foods, the bread being served in sealed bags and the cream in sealed bottles.

When you reach the middle-class home, as apart from the middle-class restaurant, it may be taken, roughly, that the cost of living for the same articles is not more than 25-50 per cent. in America. You can always live at home, anywhere, at one-half what it will cost you to live in restaurants, and this holds good for America, as elsewhere.

Wages.

When we come to the reward of labour, there is simply no comparison.

Last year when I was in San Antonio, Texas, bricklayers were getting £3 4s. a day, with plasterers in New York at the same time getting £5 a day. Cooks were being recruited in the Chicago, back-blocks at £20 a week. The working engineers I met at my cousin's radiator works in Buffalo were earning some of them as much in a day as their fellows in England will earn in a week.

Their Millions.

The great mass of Americans own their own houses, whilst as regards the question of investment of savings over the cost of living, it is enough to state that the amount of foreign bonds and securities sold in America to date this year from January 1st totals the prodigious sum of £294,000,000.

Foreign loans alone made during last month totalled more than 50 millions sterling.

Enough has been said to prove the unbounded prosperity of the United Statesman. Now I should like to ask three or four more pertinent, perhaps impertinent, questions of our American friends in view of this prosperity:

First, how long is this "gold-glut" going to last, and if it will not in the end really hurt America that she has "cornered" the gold of the world, as was hinted to me by two of her leading bankers when I was last across? Secondly, what will happen to what is potentially the richest country in the world (except Russia) when it has wasted, as it is doing, its raw material at an unexampled rate (the fury at the vast of American finance, as a great banker once said to me)? And lastly, when the Machine has dominated the Man, as it is fast getting to do, what is going to happen to the American citizen intellectually and spiritually?

In a word, may it not be that "pauper England" has perhaps lost the world but kept something more precious—her soul? For what shall it profit a man if he gain the whole world and lose his soul?

Nor do I suggest that the American has lost his soul—not as yet. I am only asking a question.—*Evening Standard.*

FRENCH TAX GATHERER'S SIDE LINE.

SHOWING CLIENTS HOW NOT TO PAY.

PARIS.

The stringency with which the French income-tax authorities are pursuing their demands and the low rate of pay allocated to French Government officials, and to tax-collectors in particular, are responsible for an extraordinary situation in Paris.

According to M. Gustave Terry, the editor of the *Gauche*, a taxpayer in Passy recently had a serious conflict with the local controller of income tax as to the amount he should pay. Official notices continued to assail the taxpayer, and a visit to the controller did not produce any satisfactory result.

Substantial Reductions.

A friend recommended him to consult a "taxpayers' agent," who had his office near one of the great railway termini and who had been successful in many similar cases in securing substantial reductions from the tax authorities.

The taxpayer went to the address indicated and asked to see the "agent." When he was ushered into the inner office he was surprised to discover that his adviser was none other than the controller who had refused to listen to his plea in Passy!

The explanation given is that the tax-gatherers and controllers are so badly paid by the State that they are forced to spend their spare time in advising taxpayers how to evade the rules and regulations that they themselves are appointed to enforce.

COMMUNISM IN FRANCE.

PLEA FOR INTERNATIONAL ACTION.

A STRICTER APPLICATION OF THE LAW.

PARIS, Nov. 13th.

In view of recent events in France, a good deal of attention is being paid to Communism. In the current number of the *Revue des Deux Mondes* an anonymous article appears in which the progress made by Communism in France is dispassionately reviewed and measures for combating it are discussed. The writer appeals for international co-operation, on the ground that the main characteristic of Bolshevism is its international appeal. It is asked, for example, what is the use of expelling Arcos from London when agents can set up "over the way" at Boulogne or Amsterdam—with a slight postal delay as the only inconvenience.

The more national aspect of the matter, as affecting France in particular, is discussed in the light of the experiences of last August, when the mob was handsomely disposed of by the Paris police. It has since been widely accepted that those events proved that a revolution in Paris to-day is impossible. The writer declines to accept that view, and appeals for a closer study of the possibilities. The probable effects of a Communist general strike are weighed with a realism it is not necessary to reproduce here, in the course of which it is pointed out that Communism is now making considerable headway among the unorganized workers. The Paris police, it is observed, are to be relied upon, but they are insufficient in numbers and not mobile enough. It is, moreover, doubtful whether the Paris garrison or the troops in the surrounding districts could be counted upon, partly because they would be without orders or transport, and partly because French troops have always shown a marked dislike for marching against the people.

In surveying the psychological side of the problem the article recognizes that certain underlying discontent has permitted the growth of Bolshevism in France, and that they are not to be cured by the application of bayonets. Bolshevism in France, it is observed, is symptomatic, and it is for the Government of the day to take the necessary measures.

Tolerance And The Law.

But apart from that the remedy, it would appear, is a stricter application of the law. It is remarked that tolerance has been carried to extreme limits, while the activities of the Government have been in the wrong direction. This year 8,500 foreigners have been expelled, about 100 Communist leaders are under lock and key, of whom 14 belong to the Communist staff, and there are 32 prosecutions pending. Also 19 seditious newspapers published in foreign languages have been suppressed.

The writer of the article asks what is the good of suppressing a few newspapers published in Rumanian, Italian, or German, or expelling a few foreigners, when French citizens are being corrupted by the thousand is pointed out that besides *L'Humanité*, the official organ of the Communist Party in France, there are dozens of subsidized local factory journals of the type which, according to the directions of the Third International, is the best instrument for "special instruction."

From a study of the Communist Press in France it is inferred that the creation of Communist "cells" has made considerable progress. They are to be found in all the railways, distributing centres, and arsenals, and they are being developed, among the municipal workers, especially in those communes where the Communists have secured a majority on the council. The writer quotes a recent statement in the Chamber, only half-heartedly contradicted, that there were or had been "cells" in 179 infantry regiments, 49 in artillery regiments, 57 in special regiments, and 52 in the Navy, and that schools of Communist agitation had been set up in Cherbourg and Toulon. He complains that the Government has taken no action, perhaps being unwilling to resort to the manufacture of martyrs by legal means. But he suggests that legal precautions might at least render these activities more difficult.

Further reviewing the work of the Communist agitators among the youth and teachers of France, the writer refers to the responsibility of the public, which in its fear of "reaction" has gone too far to the other extreme. He thinks French public opinion ought not to be led away by words which have largely lost their meaning. In conclusion he observes that in the last resort the real weapon against the march of Communism is a counter agitation having the support of public opinion.—*The Times.*

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SONG AT A COURT MARTIAL.

HOW SERGEANT DISPROVED
DRUNKENNESS CHARGE.

Possibly for the first time in history the solemnity of a court-martial was relieved at Aldershot by the singing of the chorus of an old Irish comic song during the trial of Sergt. William Alfred Burden, 1st Battalion Royal Ulster Rifles, who was charged with being drunk in the canteen's mess.

Regt.-Sergt. Major R. Henry said he was in the mess and saw Sergt. Burden, who was, in his opinion, drunk.

"Did you form the opinion that he was drunk simply because he was making faces?" asked Mr. J. T. Coggins, for the defence, and Sergeant-Major Henry answered "Yes."

Sergeant Clewer, Royal Horse Artillery, said he sang "The Old Sow Teaches her Little Pigs to Grunt" in the Ulsters' mess, with appropriate grunts and grimaces.

At counsel's request Sergt. Clewer sang the chorus of the song, accompanying it with the requisite grunts and facial contortions, and the court became convulsed with laughter.

Sergt. Burden said he was quite sober and was simply imitating the singer's actions while humming the song to himself.

The court found Sergt. Burden not guilty.

A dog prevented Eastcott (Miss) from leaving the Post Office from being robbed by burglars early one morning when the place was entered for the second time within a month. On the previous occasion £40 worth of goods were stolen and £400 left.

Two men arrested at 3.30 a.m. were brought up at the Exbridge Police Court later and charged with burglary. They were Edward Barber (30), porter, and Cyril Alfred Thompson, 24, coolie, neither of whom gave any address.

Barber was stated to have said to the constable: "I shall go to the lagging" for this I have got to serve three years. We got in a night, but the dog wessed us up and out our round to the front.

"I broke the glass with my fist," the constable said, with a glass works the people up. One of mine told me there was a good package in the safe, was a good package in the safe.

The men were remanded.

REQUEST TO PROHIBIT FOREIGN STEAMERS FROM PLYING YANGTZE INLAND WATERS.

GENERAL YEN SEN DISARMS MARSHAL WU PEI FU'S BODYGUARD.

APOLOGISES FOR NOT HAVING DETAINED WU.

DICTATOR CHANG TSO LIN URGED TO DISMISS SHANTUNG'S TUCHUN.

For a reason that is not stated, the request has been made to the Nanking Government by General Pei Chung Hsi to prohibit foreign steamers from plying the Yangtze's inland waters.

Marshal Wu Pei Fu, once well-known throughout the country as a military man of considerable renown, seems to have fallen upon evil days since he was (some twelve months ago) treacherously treated by his subordinate officers. It is now reported that his bodyguard has been disarmed and that he himself escaped further humiliation merely because General Yen Sen (who was responsible for the disarming) allowed his feelings of old-time friendship for Wu to overmaster his judgment. For this little lapse General Yen, of Wanhien notoriety, gravely apologises to his lords and masters at Nanking.

General Chang Tsung Chang, who recently unsuccessfully defended Hsuehchow, seems also to be a "marked man." According to a report to hand Fengtien leaders are urging Generalissimo Chang Tso Lin to disperse with Chang Tsung Chang (who is Tsupan of Shantung) on the ground of his "inability to resist the Southern invasion."

FOREIGN REPORTS OF THE NORTHERN CAMPAIGN.

[THROUGH REUTER'S AGENCY.]

PEKING, Dec. 27th.

According to foreign reports the Southerners are still thirty li south of Hangchow and it is believed that the Kuomintang troops have not yet occupied Taining.

The Cabinet states that Feng Yu Hsiang heavily attacked Taining a few days ago but was repulsed. All is quiet there now.

Chang Tsung Chang and Sun Chuan Fang are reported to believe that the Southerners are unlikely to advance northwards at present. Hence they are sending Chihli-Shantung reinforcements, consisting of two "armies," to Taining.

Negotiations are proceeding for the Shansi evacuation of Chochow, and it is believed that Fengtien will pay the Shansi-ites for their surrender and also pay the townsfolk for the damage done during the siege.

GENERAL PEI'S REQUEST TO NANKING.

(Wah Tai Yat Pao.)

SHANGHAI, Dec. 27th.

General Pei Chung Hsi has requested the Nanking Government to order the Maritime Customs Houses along the Yangtze not to allow foreign steamers to ply in inland waters.

General Yen Sen, well-known to foreigners as being identified with the Wanhien Affair, has telegraphed to the Nanking Government that he has disarmed Marshal Wu Pei Fu's bodyguard. He said that he would have detained Wu but, unfortunately, his old friendship with him restrained him from going to excess. Therefore he, (General Yen) begged the Central Government to pardon him in this respect.

SOUTH AFRICAN SPORTS-MAN KILLED.

AEROPLANE CRASH AT DUNDEE.

JOHANNESBURG, Dec. 26th. Mr. Oliver Davis, secretary of the Durban Turf Club, piloted by his son, attempted to fly from Durban to Johannesburg to attend the big race meeting. The aeroplane crashed at Dundee and both were killed.

A Correction.

JOHANNESBURG, Dec. 27th. It transpires that Mr. Davis's son was injured and not killed.

THE "GEORGES GUYNE-MER."

REACHES ALEXANDRETTA.

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 26th.

The aeroplane *Georges Guyne-Mer* landed at Alexandretta on December 25th.

FAMINE IN CHINA.

APPALLING CONDITIONS IN SHANTUNG AND SOUTH CHIHILI.

MILLIONS RUINED AND STARVING.

[THROUGH REUTER'S AGENCY.]

PEKING, December 27th.

Foreigners in Shantung confirm the reports of the Famine Relief Societies that 4,000,000 persons are on the brink of starvation in that province.

In 35 districts out of 107 in the province, less than 10 per cent. of the crops have been harvested while in other 30 districts the percentage ranges from 10 to 40.

Great numbers are already subsisting on bark and chaff.

The peak of the famine has not yet been reached and worse has yet to come.

Farmers, formerly prosperous, are disposing of cattle for a mere song and are emigrating.

The local officials attribute the famine to drought and locusts, but foreigners declare that it is chiefly owing to the civil wars, banditry and exorbitant taxation.

There is no hope of raising sufficient funds in China to save great numbers from a lingering death.

Outside help is earnestly needed. Bandits and military are not only accentuating the famine conditions but are making it impossible to carry out extensive relief measures under foreign supervision, such as the building of roads and canals.

Similar conditions prevail at Tamingfu (South Chihli) where only 20 per cent. of the crop has been harvested.

INDIAN NATIONAL CONGRESS.

BRITAIN'S "MILITARIST AGGRESSION AGAINST RUSSIA."

SYMPATHY WITH CHINA.

[THROUGH REUTER'S AGENCY.]

MADRAS, Dec. 26th.

Doctor Ansari, in his Presidential Address to the forty-second Indian National Congress, urged the concentration of all energies and resources on fighting communal political discord. He advised the Congress to have nothing to do with the Statutory Commission, and reiterated his demand for a round table conference of Indian and British plenipotentiaries, as the only method wherein they could co-operate with Britain.

Regarding the settlement of India's future, he suggested that India should cultivate cultural relations and maintain friendly contact with Asiatic countries, expressing the opinion that the best guarantee of the freedom of Asia and the peace of the world would be a free self-governing India.

He recommended that official resolutions be submitted favouring a boycott of the Commission, sympathising with the Chinese, and demanding the recall of Indian troops from China, Mesopotamia and other Eastern countries, and also condemning Britain's militarist aggression against Russia, and urging the British Government to cease war preparations in India and the Eastern Seas.

[THROUGH REUTER'S AGENCY.]

"Extensive Preparations."

MADRAS, Dec. 26th.

The Congress passed a resolution declaring that India would not participate in any war for which extensive preparations were being carried on in India and the Eastern Seas, and especially on the North-West Frontier.

Jawahar Nair, the mover of the resolution, contended that England was the greatest obstacle to disarmament. He remarked that she was perfecting the Singapore Base, whence she could easily summon troops for any imperialistic aggression, perhaps in Central Asia.

CHRISTMAS SNOW STORM IN BRITAIN.

VEHICLES BURIED.

DEEP DRIFTS HOLD UP TRAFFIC.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 26th.

Like King Wenccelas, says a Reuter cable, Londoners found that the first Christmas snowstorm for 21 years supplied snow "deep and crisp and even." It is calculated that 3,000,000 tons fell on Greater London.

Most people stayed at home but those who were compelled to go out slithered and squeaked through a morass. On the North Downs of Surrey there were drifts seven feet deep and some roads were completely blocked.

Three buses and one lorry were buried near Guilford, and all efforts to dig them out were unavailing. All public clocks in Guilford have stopped.

Worst Snow Storm Since 1886.

LONDON, Dec. 27th.

The snowstorm yesterday was the worst Christmas storm since 1886. There were drifts many feet deep in many districts, and in Yorkshire trains had to be dug out of the snow. Traffic on the roads was often suspended.

There were several lifeboat rescues on the coasts where snow storms, accompanied by heavy weather seriously delayed the cross-Channel services.

S.S. "CLAN McWILLIAM" ON FIRE.

A TOTAL LOSS.

CAPTAIN AND ENGINEER DROWNED.

[THROUGH REUTER'S AGENCY.]

Suva, Fiji, Dec. 26th.

The Clan steamer *Clan McWilliam* caught fire and became a total loss while completing her loading of copra before sailing for home. Captain Thompson and the Chief Engineer were drowned.

LONDON'S UNDERGROUND LABYRINTH.

TRAVELLERS GUIDED BY LOUD SPEAKERS.

Crowds of passengers leaving London Bridge Station for the southern suburbs during the rush hour recently stopped in amazement when they found themselves greeted at the entrance to their platform by a mysterious giant voice coming apparently from nowhere.

It belated announcements about the departure of their trains.

The giant voice really came from some twelve loud speakers suspended from the roof of the platform and operated by an official speaking into a microphone in one of the signal boxes. They were part of an experiment by the Southern Railway to discover a speedier means of disposing of rush-hour traffic.

The loud speakers were installed on two platforms only, Nos. 6 and 7. "They are the busiest platforms in the station," an official of the railway said to a press representative. "Between four and seven in the afternoon some 25,000 people use them. Usually three 'train-catchers' are occupied as well as an inspector. Their whole time is spent in calling out the destinations of the trains."

One-Man Job.

"To-day the whole business is being done by one man, the inspector, who announces the trains as he sees them signalled. If to-day's experiment is found successful it will probably be continued and extended to more stations."

Listeners on the platform could hear the announcements words quite as easily as the cries of the ordinary train-catchers, and there was little of the usual confusion of passengers rushing about from one train to the other.

The only delay experienced was caused by people who crowded round the loud speakers and started up to discover the source of the mysterious voice.

There was one tragedy of the evening. That was the man who was so fascinated by the announcer that he stood gazing up for hours and missed his train.

SEARCHING FOR THE "DAWN."

AIRSHIP AND DESTROYERS JOIN.

"NOW LITTLE HOPE."

[REUTER'S AMERICAN SERVICE.]

HALIFAX, Dec. 26th.

There is now little hope for the safety of the *Dawn* though it is still regarded as possible that the seaplane is taking shelter on an island along the coast.

The last report in this connection came from the Sable Island wireless station last evening when faint signals were received, probably from the *Dawn* but their position could not be determined.

The Government has instructed all stations to report any trace, upon which, if feasible, Government vessels will be sent out immediately to find the plane.

New York, Dec. 26th.

Two destroyers and the dirigible *Los Angeles* have left their bases, having been ordered by the Navy Department to join in the search for the aeroplane *Dawn*.

THE EARLIEST WRITING.

EXPERT'S VIEW OF GLOZEL FINDS.

VICHY.

Dr. Tricot Royer, the archaeologist, of Louvain University, who has followed all the work of the international commission which is investigating the finds at Glozel, said:

I may say that I came to Glozel decidedly sceptical, as were probably several members of the commission. I saw the inscribed objects revealed from the prehistoric soil in which they lay, and I am now convinced that Glozel has shed immense new light on prehistoric studies and that almost everything that has been written so far on the subject will have to be altered and remodelled to fit in with this huge gain of fresh knowledge.

I place the Glozelian period myself, owing to the nature of the ground and also the reindeer carved on stone and other objects, at the very beginning of the neolithic period, and even perhaps slightly earlier. There can therefore to my mind be absolutely no doubt but that Glozel writing is the earliest vestige of writing on record, pre-dating all other known writings by thousands of years.

The inhabitants of Glozel must have been fishing and hunting tribes. The bone whistles, of which there are several specimens, were very likely used for decoying duck and wild birds within range of the primitive bow and arrow.

You may have noticed in the museum at Glozel several articles of feminine vanity—rings, necklaces, and pendants. It seems most probable, however, that these gewgaws were worn by the men of the tribe in dainty little paint-boxes formed of a hollowed bone, and some, which still contain fragments of red or orange ochre, were also used by the men to colour their faces with various designs, either for a religious purpose or for battle.

The aspect, indeed, of all the articles in the museum shows that the Glozelian man was extraordinarily gifted with his hand and that out of practically nothing he could equip himself very well.

THE SUNSET GIRL.

SKIN DYED TO MATCH

MELBOURNE.

Lady Pearce, wife of Senator Sir George Pearce, has just returned from Europe and has given a lively description of English and Continental women. Her remarks constitute a reply to Mr. Robert Dexter, a Hollywood expert, who in giving evidence before the Australian Film Commission insisted that Australia shows a very low average of feminine beauty.

Lady Pearce, while admiring the peach-and-cream complexion of English girls, claims a distinctly superior physique for their Australian sisters. She asks if Mr. Dexter would like to see the latter imitating Parisiennes and other Continental girls, who are almost invariably "artificial."

Many, she says, are now colouring their skins to match their frocks.

She adds that she saw a girl at Geneva "dyed a rosy sunset pink," while others in Paris were tinted a golden brown.

YACHTING IN A CALM.

THE ANNUAL RACE TO MACAO.

WON BY "U. AND I."

ONLY ONE OF 11 STARTERS IN LAST NIGHT.

LONDON, Dec. 27th.

Yachting conditions for the annual race to Macao and back, a distance of 70 miles, were the reverse this year to what they were in 1926. Last year there was a high wind throughout and the yachts were severely tested, while on this occasion the wind failed after a fair start and a calm prevailed for a considerable part of the time. This race is held annually for cruisers of the Royal Hong Kong Yacht Club, and is for the Potts' Challenge Cup.

Out of the eleven boats that started on Boxing Day morning, up to nine o'clock yesterday evening, only one cruiser had completed the full course under her own sails. This was the *U. and I.*, sailed by Mr. H. S. Rouse, which completed the distance in 34 hours, against the record time of last year, made by *Tony II. U. and I.*, wins the race on her handicap, and even if other yachts had finished the course during last night they cannot beat her.

Up to nine o'clock last evening four other cruisers had returned, but were classed as "Did Not Finish," two of them coming in under engine power, and one being towed back. There were six yachts to return, and some of these were hanging about the harbour waiting for a breeze to take them down to the Yacht Club against a strong flood tide.

Last year's time was a record, *Tony II.*, which did not start this year, coming in shortly before 11 p.m., after starting from here at 7.30 a.m. the same day, and being within twenty minutes of her handicap. Of the ten boats which started on that occasion, all but two were back at the Yacht Club before midnight, and within the previous record time for a period of over twenty years sailing. *La Cigale* was the first boat to return last year, and this yacht, now placed at scratch, did not finish this year although leading at the start and practically level with *U. and I.* when Macao was reached.

The Race.

The start was made from the Royal Hong Kong Yacht Club on Monday (Boxing Day) morning at 7.30, the entry of eleven boats being a new record, compared with ten of last year. As in 1926, the cruisers drifted about at Macao and in the harbour here on their return, there being a dead calm. In fact *La Cigale* reached the harbour yesterday in daylight, but failed to complete the course. Similarly by yesterday evening several other boats were drifting about within the harbour limits waiting for a breeze.

No untoward incident marked the race.

The starters and their helmsmen were *Azuma* (Mr. C. W. P. Richardson and Dr. D. MacLaren), *La Cigale* (Mr. N. V. A. Croucher), *Norwegian* (Mr. C. A. Edwards), *Queen Bee* (Capt. Howard), *U. and I.* (Mr. H. S. Rouse), *F. and J.* (Dr. Nicholson and Mr. W. D. Russell), *Curlew* (Capt. J. Larcomb), *Sea Rover* (Mr. Waldegrave), *Helen* (Mr. C. H. Reaker), *Mr. A. L. Shields*, Commodore of the Yacht Club, Lieut.-Comdr. Gordon and Mr. Marshall), *Snipe* (Mr. F. J. Easterbrook), and *Dorothy II.* (Mr. L. Carter).

The boats got clear away once they had passed H.M.S. *Marazion*. There was not much breeze at the start, but later in the morning it blew up stronger.

There was a fine Easterly breeze when the cruisers once got away and when Castle Peak Bay was reached the order was *La Cigale*, *U. and I.*, *Queen Bee*, *Snipe*, *Feathers*, *Norwegian*, and *Dorothy II.* *Feathers* and *Azuma* took the Southern course, South of Lantau.

After passing Tree Island, the wind dropped and *U. and I.* and *La Cigale* drew ahead of the others.

After passing Lantau the two boats which had taken the Southern course were eventually sighted, and there was very little in favour of either of the two courses.

U. and I. went over the mark at Macao at 5.30 p.m. on Monday, being followed twenty seconds later by *La Cigale*.

The other cruisers were then about miles from the mark and drifted up and anchored during the evening.

The night was drizzly, with a slight haze, and a dead calm. A breeze, however, sprang up towards daybreak, and the remaining boats passed the mark at Macao in the following order:—*Norwegian*, *Feathers*, *Queen Bee*, *Curlew*, *Snipe*, *Dorothy II.*, *Helen* and *Azuma*.

They all took the Southern course, except *Dorothy II.*, *Snipe* and *Helen*.

(Continued on next column.)

CLAIMS FROM THE GREAT WAR.

£91,000,000 STERLING PAID.

WORK NEARING COMPLETION.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 27th.

The work of the clearing office dealing with claims against late enemy states and subjects is nearing completion. The Report of the Controller for the year ending October 1st last shows a total of £91,000,000 sterling paid to claimants, of which £34,000,000 are in respect of claims against German nationals and the German Government.

Altogether £24,000 British and enemy claims were submitted for a total of £24,000,000. 279,000 claims were admitted and 138,000 withdrawn or rejected, while 6,000 claims for a total of £3,855,000 sterling are outstanding.

WORLD'S SCULLING CHAMPIONSHIP.

BARRY BEATS GOODSELL.

[THROUGH REUTER'S AGENCY.]

VANCOUVER, Dec. 27th.

In the World's sculling Championship Bert Barry beat Goodsell by ten lengths, in 21 minutes 4 seconds, over a course of three miles.

"GO AWAY, RASCAL."

HOW A WOMAN FOILED A POST OFFICE RAID.

An armed and masked youth who attempted to rob a post office in High-road, Tottenham, N., was baffled by the postmistress and left empty-handed.

Mrs. Louisa Kefford, the postmistress, gave the following account of the incident:—

I was alone at the time. As the youth approached the grille he produced a revolver, leveled it at me, and said, "I want all the money you have." He was wearing a black mask, but I could tell that he was quite young. "Go away, you young rascal," I said, and then called out, "Jack," "Jack," the name of my terrier dog. The man said, "Be quick, I want your money," but when I shouted for Jack he lowered his revolver and rushed out of the shop. I was simply terrified. When the man ran into the street I followed, but he had disappeared by the time I reached the door. Jack saved the situation.

The Return.

The wind which had been North-west began to fall and the ebb tide was running out very strongly. *U. and I.* took the North side of Lantau, with the wind West by North, and at daylight she was South of Tai O and tried to turn South of Lantau, but there was very little wind. *Snipe* and *Helen* were making up to the South of Sau Phan Islands. *Snipe*, with Mr. Easterbrook and his two sons and Mr. Jack on board.

The wind was light for *U. and I.* from the East. Brothers up to Cap Sui Mun, where she picked up a good breeze which carried her through to the Yacht Club on one leg. She reached it 34 hours after starting, and has thus won the race.

From Chung Hua she was led by *Typhoon*, the Club cruiser, sailed by Mr. Len. Ryan. *Typhoon* gave the useful news that *La Cigale*, the scratch boat, and a close competitor, was not ahead and Mr. Waldegrave in *Sea Rover*, brought the news that *La Cigale* and the others had taken the course South of Lantau and were becalmed off Chung Chau at three o'clock.

The *U. and I.*, with Mr. Rouse at the helm, crossed the line at the Yacht Club at 5.30 p.m. *Helen* came in next at 9 p.m. with Mr. Reaker, Lieut.-Comdr. Gordon, Commodore A. L. Shields and Mr. Marshall on board. She came in under engine power, having a strong flood tide against her.

Dorothy II. was ahead of *Helen* going through Cap Sui Mun, and *Snipe* was off the Hong Kong Club.

The following cruisers did not finish—*La Cigale*, and *Feathers*, the latter towing the former; *Sea Rover* and *Helen*.

There still remained to come in last night, *Norwegian*, *Queen Bee*, *Azuma*, *Curlew*, *Snipe* and *Dorothy II.*

The amended order of finishing and corrected times, etc., will not be available until this morning, by which time it is expected that all the competing cruisers will have returned to the Yacht Club.

The usual arrangements in connection with the race, such as a mark boat at Macao, lifeboats on the cruisers, etc., were carried out.

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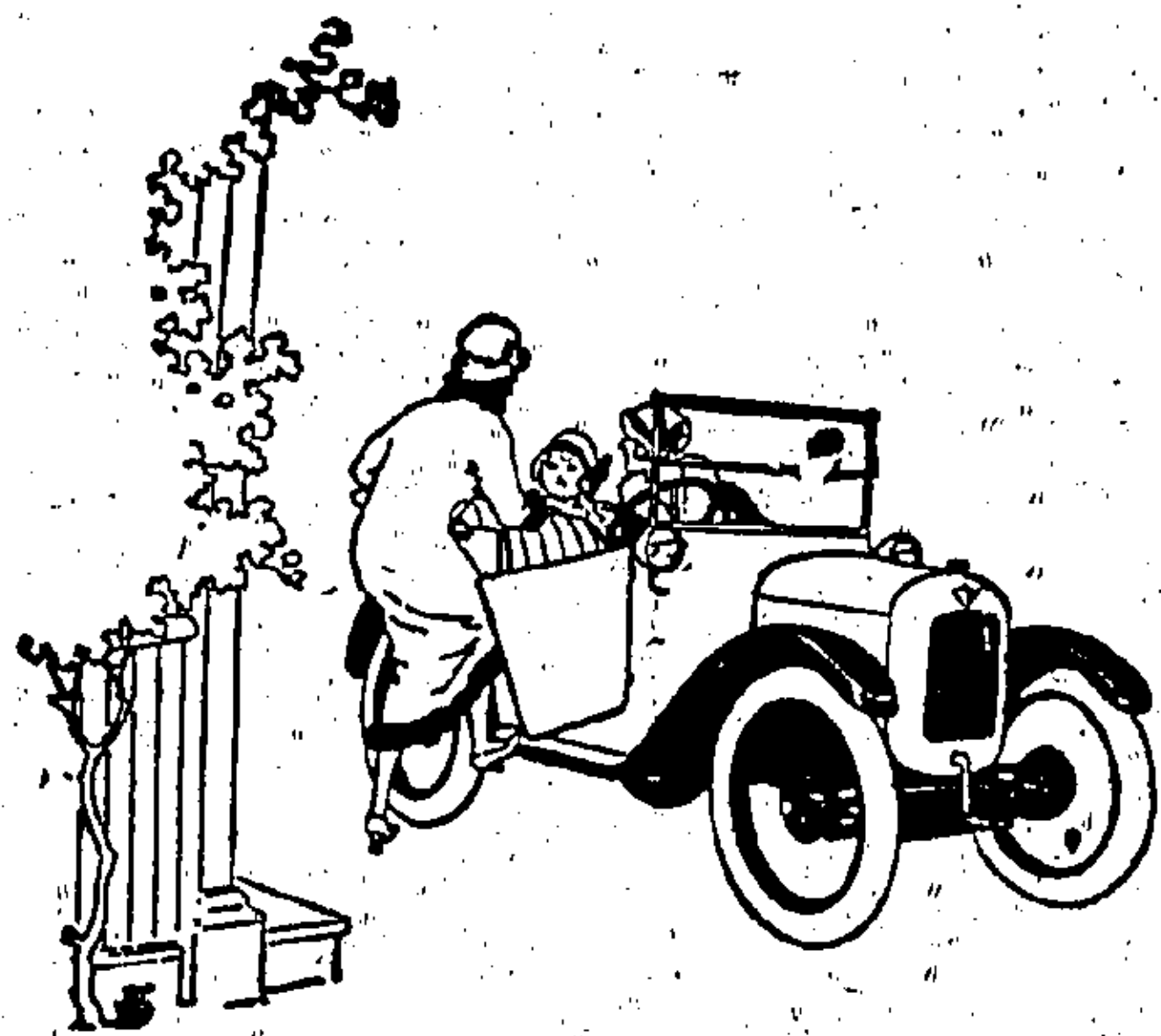
THE Car Manufacturer naturally has to take responsibility for the entire excellence of his product—even though he purchases certain component parts (such as tyres) from outside sources. No wonder that he takes every precaution to ensure that everything he fits is the very best obtainable, and no wonder that practically every British Car Manufacturer fits

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MOTOR NOTES.

A ROYAL CHOICE.

It is known that Her Majesty Wilhelmina of Holland always supports the Dutch automobile industry by using exclusively Spyker motor cars—the Spyker being the only car of Dutch make.

Now, after the liquidation of this automobile factory, Her Majesty had to select from a choice of foreign makes; by no means an easy matter. A few days ago the General Motors Company of Paris had the pleasure of receiving telegraphic advice that the Queen had selected the latest model Cadillac. This royal distinction is a wonderful tribute to 23 years of Cadillac manufacturing, which was commemorated in August last.

CLYNOS IN HONG KONG.

The introduction of a service of Clyno taxis in Hong Kong, early in the New Year, should help to popularize this extremely efficient British car, which does not seem, up to date, to have achieved the success it deserves.

The Clyno is a thoroughly efficient and economical machine, cheap in price and very easy on petrol and oil. Its powers of hill climbing are excellent, and it has more than enough speed for any normal work.

LOCK-UPS IN KOWLOON.

One of the most serious questions connected with the maintenance of a car is the question of garaging. If the car-owner happens to have his own private garage the matter is naturally simplified, and it is left to his own initiative whether it is to be merely a structure to protect the car from the vagaries of the weather when it is not in use, or whether it is to be a lavishly fitted workshop where all the little incidental ills to which the motor-car is heir can be doctored and set right.

To those who are not fortunate enough to possess a private garage the question is really pressing. The service nowadays in public garages is on the whole extremely good, and cars are well cared for at a very moderate rate. Cleaning and small repairs are done by skilled men, often far more expeditiously and efficiently than by the owner. Yet in spite of all this there are many disadvantages in the public garage, especially to the man who regards his car more as a human being than a machine to transport him from place to place.

This type of man can never be entirely happy while his car lies night after night at a public garage. There are so many little accidents which might, and occasionally do occur in the rush and hurry of business. As a result perhaps a wing is scraped or some petty pilfering occurs.

A real boon to the car-owner is the lock-up garage, a place with expert service close at hand, and yet providing absolute security for the car. The "Duro" Motor Co. have realized this and hope to start immediately upon a programme of building which will eventually result in the provision of 60 lock-up garages at the back of their premises in Nathan Road.

In taking this action the company are not only providing for a long felt want, but are giving an added encouragement to motorists on the side which undoubtedly gives far greater scope to the motor-car.

BETWEEN RIO AND BUENOS AIRES.

Lowering the best previous time of 43 days between Rio de Janeiro and Buenos Aires by 20 days a Light Six Studebaker, with already more than 100,000 miles behind it, completed successfully the first lap of its hazardous trip of approximately 20,000 miles from Rio to New York City.

The drivers of the veteran car, Mario Baroni and Casimiro Scuderoni, also made a new record on the second lap of their "hemisphere to hemisphere" journey when they rolled into La Paz, the capital of Bolivia, 18 days out of Buenos Aires. To reach La Paz the drivers had to cross the Bolivian border at "Tres Cruces," a lofty mountain pass covered with snow. In La Paz they caught up with another car, with New York City also at its objective, and learned that its drivers had taken five months to cover the distance between Buenos Aires and La Paz.

Never before has a veteran car been subjected to such a grueling test of its rugged, durable construction. The Studebaker will push up through the forests of Panama, and Central America, into Mexico, and United States.

(Continued at foot of next column.)

COMMERCIAL VEHICLES.

BIG DEVELOPMENTS IN 6 WHEELERS.

RECENT EXHIBITS AT OLYMPIA.

What is called the rigid six-wheeler is a comparatively new development, but it has already separated out into two fairly distinct groups designed with equally distinct objects. In the one group we have six-wheeled chassis intended to carry bus or coach bodies. Here the main object of increasing the number of wheels is to give larger carrying capacity without increasing the axle weight and, at the same time, to give smoother running over rough roads, and to produce vehicles less injurious to roads of light construction. Coming within this first group are many interesting models.

Six-Wheeled Passenger Vehicles.

The Associated Daimler Co. show a six-wheeled omnibus of large carrying capacity, double-decked and completely covered. The engine is a 60-120 h.p. sleeve-valve Daimler. The vehicle is equipped with Westinghouse air-operated brakes on all wheels, which are fitted with 38 ins. 8 in. pneumatic tyres. The body framing is entirely of lightweight metal construction, all members subjected to stress being composed of duralumin, which is also used exclusively for the exterior panels, floors, roof and fittings. The seating accommodation on both decks is particularly comfortable. Undoubtedly the six-wheeled chassis is encouraging the use of pneumatic tyres, totally enclosed double-deckers which can compete successfully with the tram-car in the only respect in which the latter has hitherto been able to claim an advantage; that is to say, the passenger carrying capacity.

A 72-Seater Bus Chassis.

One of the most impressive exhibits at the Show is the six-wheeled Karrier passenger chassis, which forms the basis of a 72 seater bus. This chassis is a magnificent piece of engineering. The power is derived from a single-sleeve-valve engine developing up to 120 h.p., and combining fine acceleration with an admirable lack of vibration at all speeds and low fuel consumption. The engine auxiliaries are all accessibly placed on the rear side. The crank-shaft runs on ten bearings, with central flywheel; the single plate clutch is air cooled and a rotary-vein oil cooler is provided. Air pressure brakes are fitted and provision is also made for operating the brakes mechanically if required. The vehicle is provided with two inter-connected petrol tanks of large capacity and, while space does not permit of reference to all the other interesting features, one cannot avoid mention of the beautifully designed and immensely strong "spectacle" frame of milled steel.

The Latest Petrol-Electric.

In a sense intermediate between the trolley bus and the ordinary petrol bus is the petrol electric omnibus, which combines the advantage of the smooth acceleration of the electrical machine with the power of completely free movement, which cannot be possessed by any machine that has to keep in touch with overhead wires. Messrs. Tilling-Stevens have now produced a six-wheeled electric bus chassis with many points of interest. The engine is of Ricardo design, having 4 cylinders and developing 92 h.p. Obviously the reasons which influence many manufacturers to adopt the six-cylinder engine do not apply in the same way in this case, since the transmission is purely electrical, there being no mechanical connection between the engine and the road wheels. The electrical apparatus used on the Tilling-Stevens is of a type that has very successfully survived a large scale practical test over a period of something approaching twenty years, so there is nothing in the least experimental in this new model. The units are so arranged in the chassis that a very low load-line is obtained and the chassis can accommodate a body taking 70 passengers, or can carry a dead load of about 7 tons.

Morris 6-Wheel Fire Fighter.

The lightest of all the British six-wheelers is that produced by (Continued on next column.)

Countries to be traversed include nearly every topographical characteristic, known to the geologist. Plains, forests, swollen and dried-up rivers, mountain zones, snowy regions—even sections unknown to the tread of an automobile wheel.

Morris-Commercial Cars. The engine has a nominal rating of 13.9 h.p., and the useful load capacity of the vehicle is 30 cwt. to 2 tons. The type must obviously be well suited to carry a coach body of moderate proportions, but the example staged at the present Show is fitted with a complete fire-fighting equipment, incorporating a pump driven from the transmission, in addition to chemical extinguishers and other appliances. Available at a moderate price, this Morris fire-fighter should find a ready market among Municipalities and owners of large estates, its abilities in respect of cross-country work being an important point in its favour.

The second group of six-wheelers is, as has been mentioned, designed from a somewhat different standpoint. Here the object is primarily to produce a vehicle capable both of travelling at satisfactory speeds on main roads and of successfully negotiating unmade tracks or travelling across country. Some of the machines in this group are not much dissimilar from those already described, while others differ in very essential features.

Approved By The War Office.

The six-wheeled Albion chassis for useful loads of 4 tons has been built to comply with the War Office subsidy specification, and to carry a really substantial paying load. The engine is of the well known Albion 30-45 h.p. type; the cooling system has been designed to cope with tropical and arduous conditions. The auxiliary gearbox behind the main gearbox enables full engine power to be developed at very slow travelling speeds when exceptionally adverse conditions are encountered. The rear brakes operate on all four driving wheels, the Dewandre vacuum servo system being employed. The ground clearance with standard tyre equipment is 11 inches; the rear tyres being 8 inch single pneumatic.

Wood Fuel For A Petrol Engine.

The Karrier goods-carrying six-wheeler may fairly be called the pioneer of the type in Great Britain. It is built to comply with the War Department requirements and will carry a three ton load on roads or two tons across country without difficulty. The vehicle exhibited is fitted with a patent gas producing plant which enables ordinary wood to be used as a fuel; 20 lbs. giving an equivalent performance to a gallon of petrol. The fitting of the producer does not interfere in any way with the petrol installation; as a consequence either petrol or gas, or a mixture of the two may be employed. Thus, petrol may, for example, be used when starting, the gas becoming available from cold in about ten minutes. Another interesting fitting on this vehicle is a patent winch gear which, of course, increases its ability to extricate itself from any extraordinarily awkward position.

Eight Wheels Next.

Another entirely new Scammell production is an eight-wheeler, which is a development from the well known Scammell flexible six-wheeler of the tractor-trailer type and is designed to carry 15 tons. The engine gives over 70 h.p. on the brake and the gearbox provides 4 speeds. The carrier or trailer portion of the machine, in place of a single axle, has two short axles, arranged in-line, each carrying two wheels on roller bearings. Between each pair of wheels is a broad leaf spring so connected that each axle is free to oscillate about a longitudinal axis. Thus the proper distribution of the weight over the four tyres is secured, the road camber being accurately followed.

A Six-Wheel Drive.

The latest production of the Four Wheel Drive Lorry Co. goes beyond the firm's name, inasmuch as, instead of four wheels it has six, all of which are positively driven by the engine. Even with only four wheels this type of vehicle might be fairly classified as a cross-country class; in its six-wheeled form it is difficult to see how it can be surpassed by any existing wheeled vehicle in cross-country work. It has an exceptionally efficient cooling system and an auxiliary gearbox to enable full engine power to be utilized at very low travelling speeds. The ability of this machine to extricate itself out of apparently impossible positions must be seen to be believed. It is, of course, in no small measure due to the fact that the front wheels are not merely being pushed, but are themselves actively assisting the propulsion of the whole machine. The rear suspension is on the War Office patent principle, and the vehicle should be of great value for military as well as for civilian purposes.

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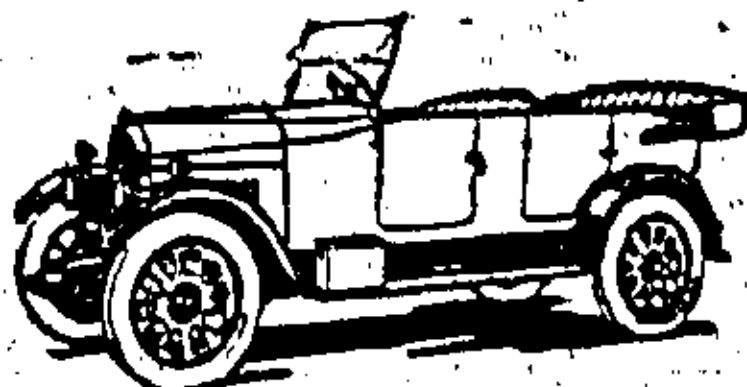
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MOTORING NOTES

(CONTD.)

MOTOR "TEAM" RACING TACTICS.

SUBTLETIES RESENTED BY SPECTATORS.

In a leading article *The Motor* deals with the "team" racing tactics which are indulged in when several cars of the same make are competing. In every race where it is implied by the conditions and inferred by the majority of the public—that, barring accidents, the best driver with the best car will be the winner, the general public expect to see a contest which will have that result. If it were designated a team race in advertisements and programmes the public would know perfectly well what to expect and would take an interest in whatever tactics were indulged in by competitors to get their team home successfully, namely, by scoring the highest aggregate number of points. When an event is advertised and otherwise described as an "International Motorcar Race" the public are entitled to expect to see an individual winner, who has won without any kind of nursing or co-operation by or with any other competitor. It is by no means infrequent for a driver who is in an apparently winning position until a few laps from the finish to indulge in some manoeuvre which results in another driver of a car of the same make winning. This means that even the fastest car of one particular make is not necessarily the winner.

We wish to make it quite clear, says our contemporary, that we are well aware that there may be a small section of the public which is alive to what occurs; but while that may be so, it must be recognised that there are far larger numbers of spectators who, despite what we have previously said, are not at all conversant with such subtleties of the game, and these people are at least entitled to be informed, and in the clearest terms, as to what are the real conditions and nature of the competition. We hold that the most explicit explanation of what is permitted by way of tactical manoeuvring, if any, in the case of several cars of any one make should be published widely in announcements.

In particular we contend that in the programme prominence should be given to a statement very definitely explaining to the public just exactly what tactics are allowed to enable a "team" to win as a "team," or what amount of co-operation may exist between any two or more competitors, as against the unassisted individual win which the majority of the spectators are certain to expect in the absence of any such explanation.

The plain man in the crowd, accustomed to racing in other branches of sport or athletics, can only find one term which applies to a finish that is not consistent with the race as it is supposed to be run: it is that the result was "arranged."

Our opinion is stated quite plainly, because of the dissatisfaction that has been openly expressed at the present condition of affairs, which cannot be allowed to continue. In a matter of this kind promoters of motor races must keep faith with the public, or they will find the resentment of the public taking a form more definite and deliberate than is desired.

CAR FALLS 340 FEET.

ACTRESS-DRIVER ONLY SLIGHTLY HURT.

VIENNA.
While driving her motor-car near Innsbruck, Elisabeth Schlemmer, a Munich actress, lost control, and the vehicle dashed over a precipice. In its fall, the car turned over and crashed upon a disused roadway 40 feet below. The actress and Herr George Schuster, a Munich merchant, who was with her in the car, were flung out at this point, and the vehicle then fell 300 feet farther into a ravine, where it was completely smashed.

Both the actress and her companion were only slightly hurt.

GREATEST SPEED ON LAND.

NEW ATTEMPTS ON WORLD'S RECORD.

Quite a number of people are now preparing to tackle the world's fastest land speed record. Since Major H. O. D. Segrave, in his 1,000-h.p. Sunbeam, travelled at a speed of over 200 m.p.h. at Daytona, Florida, U.S.A. American manufacturers have expressed a keen desire to lower this record.

Two different U.S.A. firms are building cars for this purpose, one of which will be ready at the end of December and the other in the spring.

But they will not have the field all to themselves.

The Sunbeam Company has now decided, in view of the challenge of the U.S.A., to build another car, which they consider will be capable of even greater speeds than the famous 1,000-h.p. machine.

It will be a different kind of motor-car in every way, and the official rating of the two engines used will amount to only 40-h.p. It will, however, be scientifically stream-lined, the design of the body being copied from the famous British Schneider Cup aeroplanes. A radiator will be dispensed with and the engines will be steam-cooled (by rapid condensation).

The question of who is to drive this remarkable motor-car has not yet been definitely settled. One would, of course, be glad to see Major Segrave at the wheel, but he has severed his connection with the Sunbeam Company and states that he has given up motor-racing. It is possible, however, that Mr. K. Lee Guinness will be persuaded to pilot the car.

A few years ago he was one of the greatest of our racing drivers. He retired from racing after being hurled over telegraph wires in a big race at San Sebastian, Spain. On this occasion his mechanic was killed, while he himself had an escape that could only be described as miraculous.

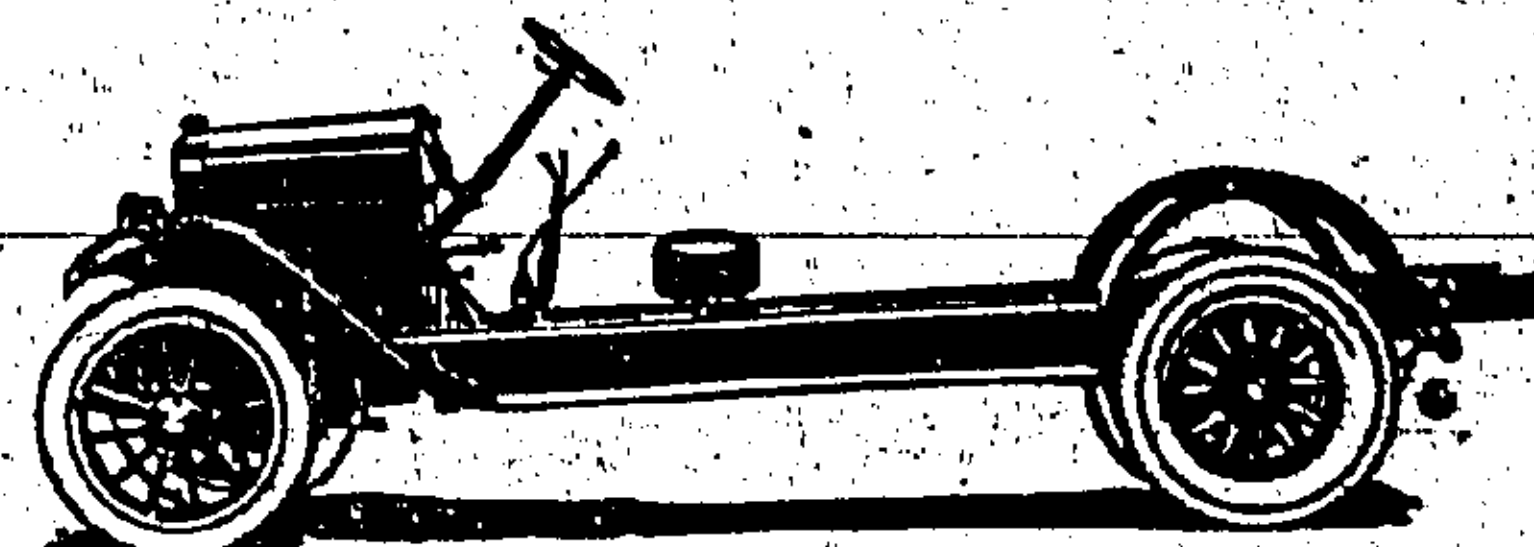
Capt. Malcolm Campbell is also preparing for another attempt with his Napier Lion car, which is to be equipped with a new Napier engine. Capt. Campbell hoped to obtain one of the Schneider Cup secret British engines, but it is not yet certain whether the Air Ministry will give permission. This engine is one of their secrets.

Then there is the Italian Forsteri, who, at Pendine, Carmarthenshire, is waiting to have another go with his 450-h.p. Italian car. The U.S.A. engines, like those of the Sunbeam, are to be of comparatively low h.p. rating. Here again streamlining is to be the big feature, and the makers have had the assistance of the technical officers of the U.S.A. force in designing the bodies for their machines.

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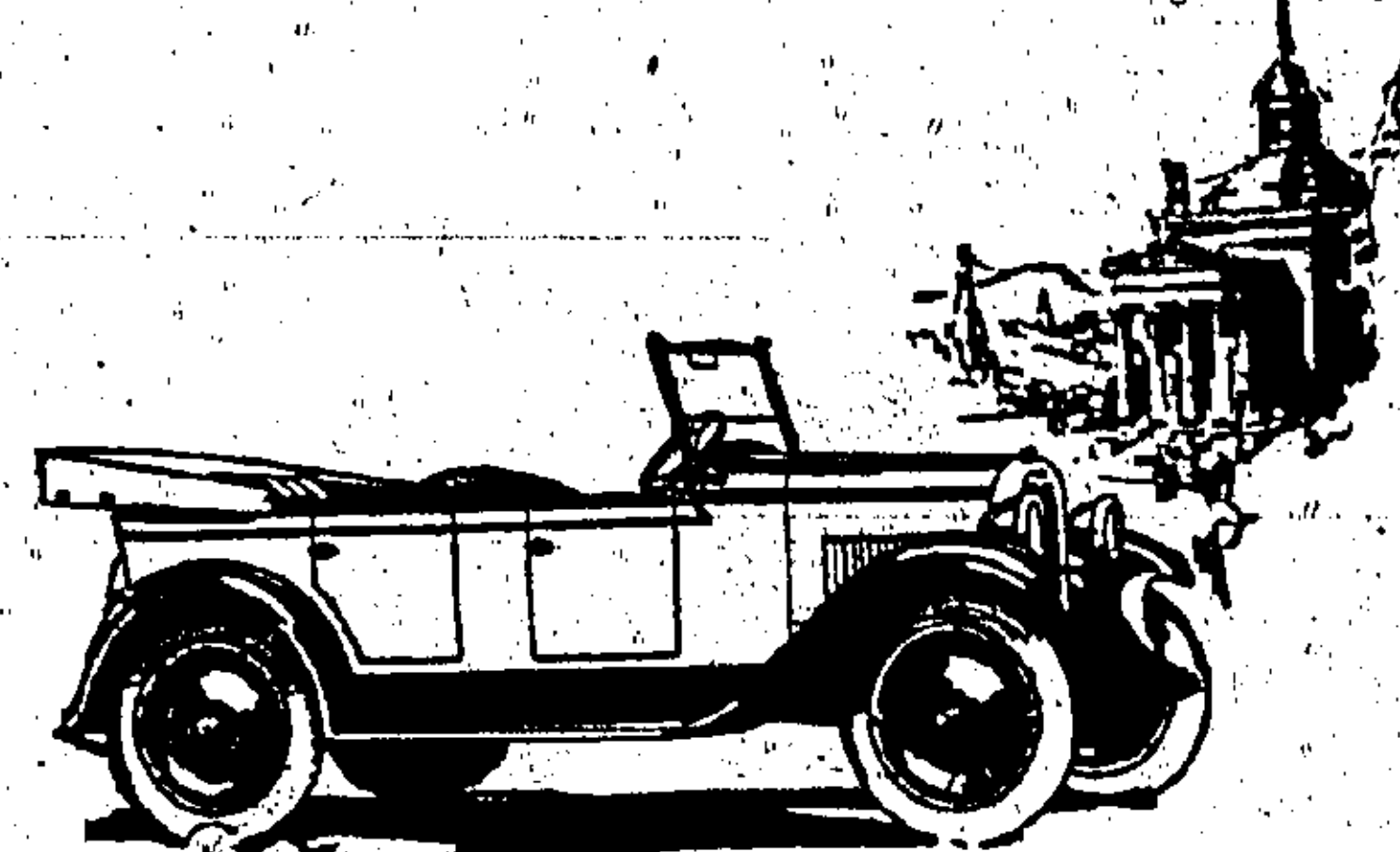


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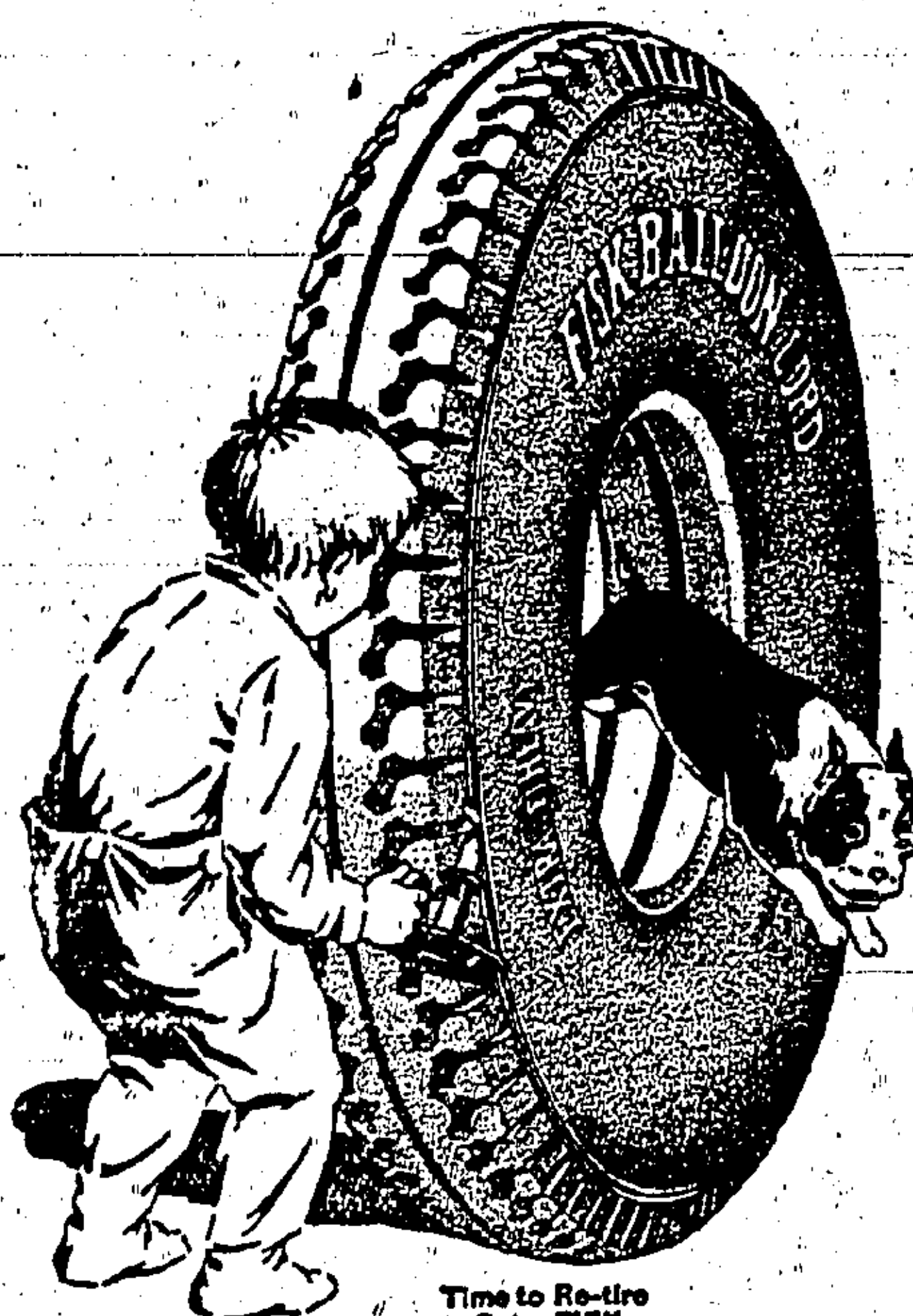
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CRICKET.

H.K.C.C. v. ARMY.

The game was resumed shortly after 11 a.m. yesterday with the Army 130 on about and eight wickets to go. Leach bowled the first over and without further score Coghill was taken at square leg. (3 for 59.) Tyingham succeeded and was a bit lucky at the start as he lifted the ball dangerously, at times but it did not go to hand. Wales finally got one past Fogden who tried to hook a long-hop but only touched it and was bowled. Dobbie then came in and for a time it seemed that a stand might ensue. But after giving a red-hot return to Leach which the bowler just failed to hold, Tyingham mis-hit the next ball and it went up in the air to long leg. Hancock raced across from first slip and brought off a fine catch. (3 for 97.)

Thereafter nothing of very much import happened with the exception of some fine hits by Dobbie. Wales bowled extremely well and got the remaining five wickets. Dobbie towards the end tried to force the game but in jumping out to drive Wales he was smartly stumped by Pearce when he had made 30—a very nice innings. Leach hit one tremendously hard for four almost straight off Summers, but the innings closed for 130. Wales came out with the excellent analysis of 6 for 48, and actually he took all his wickets after 30 runs had been scored off him.

The Final Innings.

At 12.35 the Club went in with 204 to get for a win, a task that seemed by no means impossible. Hayward and Sayer were the opening pair and off the last ball of Dobbie's first over the former gave a simple chance to Drysdale at short mid-off. Apparently, however, the fieldman was under the impression that it was a bump-ball and he did not take it. It looked as if the mistake would cost the Army dear, as Hayward proceeded to play beautiful cricket. The wind had gone round to the South-west and Leach bowled an over to enable Dobbie and Newbury to change ends, and might have had Sayer caught in the gully. It was a tremendously hard cut direct to Morris standing close. For a moment I thought he had it but the ball slipped out of his hands. It would have been a brilliant effort had it come off. With Newbury on at the yard end the Club met disaster. Sayer stepped right into his wicket, and appeared to hit the ball but the umpire ruled against him. It looked as if Hayward and Moor, who defended very well, would play out to the interval but the last ball before tiffin kicked up and took the shoulder of the latter's bat and he was caught in the slips.

The Afternoon Play.

Leach was in after tiffin but after making 5 he tried to hook Newbury and was caught at square leg. A stand between Pearce and Hayward then followed. Both playing excellent cricket and it looked as if the match might be saved when Miles bowled Hayward with one that never rose at all. The retiring batsman had made a very pretty 46 and had bad luck in getting out that way.

Pearce was the only batsman thereafter to do himself justice and played a beautifully free game. Unfortunately after completing his half-century with two good fours off Miles he had a go at a well pitched up one and was well caught by Drysdale at long off. The remaining batsmen gave little trouble. Fogden, distinguished himself by making a couple of smart catches behind the stumps. The Army won by 88 runs.

Comment.

The Army had Dobbie to thank chiefly for their victory. He batted excellently in both knocks and bowled very well though he was not so successful in the Club second innings. He captained the side with excellent judgment. Morris played two good innings and was much more convincing in his batting than he has been for some time. Newbury and Miles also bowled well in the second innings of the Club. The fielding on the whole was good though it was a bit patchy at times.

The Club were disappointing. Hayward and Pearce in the second knock batted very well but on the whole the batting was poor. Leach and Wales bore the brunt of the

bowling and got seventeen out of the twenty wickets that fell between them. I confess that I thought more use might have been made of Parker who got one for seven and one for five. He only sent down eight overs altogether and I thought he was not bowling at all badly.

The fielding on the whole was quite fair but the Club batting side had rather a tall. So for the matter of that did the Army. The wicket was fair but rather bumpy at the Law Courts end. It was in a way a disappointing match but it was a very pleasant game, and after all that is the only thing that really matters.

The next Club game will be the Navy and Air Force, beginning on Saturday afternoon and concluding on Monday, January the second.

R. ABBIT.

Final score and analysis—
First Innings Of Army.
Capt. Drysdale, c and b Summers, 30
Capt. Morris, c Hayward, b Parker, 39
Capt. Dobbie, not out, 68
S.M. Newbury, c Pearce, b Leach, 4
S.Q.M.S. Moss, b Leach, 1
L/Corp. Miles, c Hancock, 0
Sergt. Leach, b Wales, 1
Lieut. Coghill, c Hammond, 5
b Wales, 5
Capt. Tyingham, c Sayer, b Leach, 6
Capt. Graham, c Leach, b Wales, 1
Mr.-Gr. Fogden, b Wales, 0
Extras: byes 11, leg byes 1
Total, 137

Fall of Wickets—1/33; 2/93; 3/105; 4/121; 5/131; 6/122; 7/135; 8/148; 9/147; 10/157.

Bowling Analysis.
O. M. R. W.
D. W. Leach, 18.4 50.4
C. D. Wales, 18.2 53.4
J. W. Summers, 8.1 37.1
F. W. Hamilton, 4.1 8.0
H. V. Parker, 4.0 7.1

First Innings Of Club.
A. W. Hayward, c Newbury, b Dobbie, 6
D. W. Leach, c Miles, b Dobbie, 4
G. R. Sayer, b Dobbie, 13
O. Moor, b Dobbie, 1
T. E. Pearce, c Newbury, b Dobbie, 23
H. R. Hancock, b Dobbie, 22
H. V. Parker, b Miles, 5
J. A. Summers, c Drysdale, 0
b Dobbie, 0
T. E. Hammond, not out, 0
F. W. Hamilton, c Graham, 0
b Dobbie, 0
C. D. Wales, b Miles, 0
Extras: byes 10
Total, 84

Fall of Wickets—1/4; 2/28; 3/29; 4/30; 5/74; 6/83; 7/83; 8/83; 9/94; 10/94.

Bowling Analysis.
O. M. R. W.
Capt. Dobbie, 11.2 28.7
S.M. Newbury, 7.2 30.0
L/Corp. Miles, 5.1 8.2
Sergt. Leach, 4.0 8.1

Second Innings Of Army.
Capt. Morris, b Parker, 49
Capt. Drysdale, c Hancock, b Leach, 0
Lieut. Coghill, c Summers, b Leach, 8
Mr.-Gr. Fogden, b Wales, 7
Capt. Tyingham, c Hancock, b Leach, 13
Capt. Dobbie, c Pearce, b Wales, 30
S.M. Newbury, l.b.w., b Wales, 2
Capt. Graham, b Wales, 0
Sergt. Leach, b Wales, 0
L/Corp. Miles, c Hayward, b Wales, 0
S.Q.M.S. Moss, not out, 0
Extras: byes 11, leg byes 3, 14
Total, 130

Fall of Wickets—1/5; 2/59; 3/59; 4/81; 5/87; 6/107; 7/113; 8/122; 9/126; 10/130.

Bowling Analysis.
O. M. R. W.
Leach, 16.2 46.3
Wales, 17.3 48.6
Parker, 4.1 5.1
Summers, 4.0 17.6

Second Innings Of Club.
A. W. Hayward, b Miles, 46
G. R. Sayer, l.b.w., b Newbury, 1
O. Moor, c Leach, b Newbury, 4
D. W. Leach, c Miles, b Newbury, 5
T. E. Pearce, c Drysdale, b Miles, 54
R. H. B. Hancock, b Drysdale, 5
H. V. Parker, c Fogden, b Miles, 6
T. E. Hammond, c Fogden, b Dobbie, 0
J. F. Summers, l.b.w., b Dobbie, 0
E. W. Hamilton, not out, 1
C. D. Wales, b Miles, 2
Extras: byes 9, leg byes 3, wide-1
Total, 136

Fall of Wickets—1/25; 2/33; 3/41; 4/73; 5/84; 6/118; 7/124; 8/128; 9/129; 10/136.

Bowling Analysis.
O. M. R. W.
Capt. Dobbie, 12.3 32.2
S.M. Newbury, 13.1 49.3
Sergt. Leach, 1.0 1.0
L/Corp. Miles, 2.0 33.4
Capt. Drysdale, 2.0 8.1
Capt. Bowled 1 wide.

CRAIGENGOWER v. H.K. ELECTRIC R.C.

A whole day cricket match was played on the Craigengower C.C. ground yesterday against a team from the Hong Kong Electric R.C., and ended in an innings victory for the home Club. The visitors shaped badly, making only 37 and 30 runs against Craigengower's total of 338 for 9 wickets. Two home team batsmen retired. Scores follow—

Craigengower C.C.

H. P. Lim, c Murdoch, b Way, 21
A. Kitchell, b Dunbar, 57
N. Mackay, c Akehurst, b Murdoch, 33
J. W. Leonard, b Way, b Muskett, 9
E. Zimmerman, c Stanceby, b Dunbar, 26
D. Fritz, retired, 56
U. M. Omar, c Sanderson, b Way, 8
G. Cohen-Kelly, c and b Muskett, 52
D. Rumjahn, retired, 29
E. Mowbray, not out, 18
Y. Abbas, not out, 23
Extras, 19
Total (for 9 wks. dec.) 338

Bowling Analysis.

O. M. R. W.
Muskett, 21.2 63.2
Way, 13.0 88.2
Murdoch, 12.1 88.1
Dunbar, 4.1 45.9

H.K.E.R.C.: First Innings.

W. N. H. Murdoch, c Cohen-Kelly, b Y. Abbas, 0
J. R. Way, st. Mackay, b Y. Abbas, 15
H. F. Akehurst, c Omar, b Zimmerman, 10
S. J. Stanceby, b Y. Abbas, 0
G. G. Thomson, c and b Cohen-Kelly, 1
J. C. Dunbar, st. Mackay, b Zimmerman, 0
T. P. Sanderson, b Zimmerman, 5
W. B. Muskett, b Lim, 0
M. H. Arnold, c and b Lim, 0
H. S. Jones, st. Mackay, b Lim, 0
S. J. Clarke, not out, 0
Extras, 6
Total, 37

Bowling Analysis.

O. M. R. W.
Cohen-Kelly, 7.2 18.1
Y. Abbas, 6.3 8.3
E. Zimmerman, 9.0 5.3
H. P. Lim, 1.3 0.3

H.K.E.R.C.: Second Innings.

T. P. Sanderson, b Zimmerman, 1
G. G. Thomson, b Zimmerman, 5
H. S. Jones, c Rumjahn, b Lim, 0
J. C. Dunbar, st. Mackay, b Zimmerman, 1
W. B. Muskett, c Mackay, b Lim, 1
S. J. Stanceby, b Leonard, 9
J. R. Way, b Leonard, 0
W. N. H. Murdoch, l.b.w., b Zimmerman, 4
H. F. Akehurst, not out, 3
Extras, 6
Total (for 8 wks.) 30

Bowling Analysis.

O. M. R. W.
H. P. Lim, 4.2 5.2
E. Zimmerman, 6.1 5.4
A. Kitchell, 3.1 5.0
J. Leonard, 4.1 6.2
Y. Abbas, 3.2 1.0

INDIAN R.C. MATCH.

BOWLERS v. BATSMEN.

Bowlers and Batsmen of the Indian Recreation Club met in a 12 aside match yesterday, the result being a draw in favour of the former who compiled 168 runs for 10 wickets against 74 runs for 9 wickets by the batsmen.

Scores—

Bowlers.
A. el Arculli, c Acker, b Curreen, 10
F. M. el Arculli, run out, 39
S. A. Ismail, b Acker, 39
A. S. Sufiad, c Butt, b A. K. Ismail, 27
A. R. Minu, c Butt, b Acker, 13
S. H. Ismail, retired, 27
D. Mohamed, c A. H. Madar, b O. Ismail, 19
Abdul Rahim, b A. R. Rumjahn, 31
Sirdar Khan, b A. H. Madar, 31
T. Hameed, b A. H. Madar, 0
A. M. Rumjahn, not out, 0
A. R. Sufiad, not out, 5
Extras, 3
Total (for 10 wickets) 168

Bowling Analysis.

O. M. R. W.
Curreen, 7.2 30.1
A. H. Madar, 8.0 35.2
A. K. Ismail, 7.1 30.1
M. F. Madar, 4.0 22.0
A. R. Minu, 4.0 19.0
A. H. Rumjahn, 2.0 11.1
A. el Arculli, 2.0 12.1
Maluhoy, 2.0 16.0

(Continued on next Column.)

THE M.C.C. TOUR.

CENTURIES BY SUTCLIFFE AND TYLDESLEY.

ENGLAND'S FIRST INNINGS LEAD.

(THROCK MOUTH'S AGENCY.)

JOHANNESBURG, Dec. 26th.

In the match against South Africa, England, who had made 80 for 1 wicket at the close of play on the first day, increased their score to 313. This was almost entirely due to Sutcliffe, Tyldesley and Hammond. Tyldesley scored 132, Sutcliffe 109 and Hammond 51. Among the bowlers Prommit with 5 for 88 had easily the best figures. Vincent took 2 for 57.

South Africa had to bat for a short time before the drawing of stumps, and scored 9 runs without loss.

The present position is South Africa 196 and 8 for no wickets. M.C.C. 313.

South Africa are therefore 109 runs behind with all their wickets in hand.

A BOXER EVANGELIST.

CAREER OF THE LATE "TIGER" FLOWERS.

"Tiger" (Theo) Flowers who died recently after a minor operation for removal of a growth over the eye, was a negro boxer, who won the Middleweight title from Harry Greb, in New York on February 28th, 1926, and lost it to Mickey Walker at Chicago on December 3rd, of the same year. He gave Greb a return match on August 19th, but repeated his points' victory and retained the title for three more months. Meanwhile, however, he lost on a foul to M. Rosenbloom at Boston on October 15th, in a contest in which the title was not involved.

97 Fights.

Flowers was born in Camille, Georgia, on August 5th, 1903, and began his professional boxing career in 1918, when he won six fights. Following that, he had a busy seven years, during which he fought no less than 97 matches, two of which were on the same night, when he knocked out Jerry Hayes and Hughie Clemens.

Harry Greb, who won the Middleweight Championship from Mickey Walker in 1925, may be said to have been "Tiger Flowers" great rival in the boxing firmament in the three years preceding Greb's death on October, 1926, which, curiously enough, was also the result of an operation. Flowers and Greb fought a no-decision contest in 1924, and not long afterwards the latter was concerned in another indecisive bout with Gene Tunney, Dempsey's conqueror and the present Heavyweight Champion of the World. As Greb fought another drawn match with Tunney at the end of 1925 and only a few months later was beaten on points by Flowers, the latter can claim a very high place among American boxers. He tried hard to get a fight with Tunney, but the colour bar seemed to operate against him as it did against Wills.

Flowers won fame as an evangelist and he maintained his religious activities throughout his fighting career. He was a trenchant preacher.

Batsmen.

M. F. Madar, b Sirdar Khan, 9
E. M. K. Maluhoy, st. S. A. Ismail, b Sirdar Khan, 0
J. S. Acker, st. S. A. Ismail, b Sirdar Khan, 27
O. Ismail, c F. M. el Arculli, 0
A. H. Madar, not out, 28
J. S. A. Curreen, b F. M. el Arculli, 5
A. R. Minu, c A. R. Minu, b Sirdar Khan, 5
A. R. Minu, c and b Sirdar Khan, 1
A. Butt, c A. el Arculli, b Sirdar Khan, 1
A. H. Rumjahn, c S. H. Ismail, b A. el Arculli, 0
Sulim Ismail, not out, 0
Extras, 1
Total (for 9 wickets) 74

Bowling Analysis.

O. M. R. W.
F. M. el Arculli, 7.3 11.1
Sirdar Khan, 13.3 31.6
A. el Arculli, 8.2 13.2
A. S. Sufiad, 2.0 8.0
D. Mohamed, 1.0 10.0

MATCH CANCELLED.

The match between the University and the Queen's Regiment, which was to have been played yesterday at Pokfulam, was cancelled.

LOCAL FOOTBALL.

"SUNDAY HERALD" CUP COMPETITION.

SOUTH CHINA BEAT ENGLAND.

SCOTLAND AND SOUTH CHINA FOR THE FINAL.

A very large crowd turned out to witness the game in the Charity Cup Competition on the H.K.F.C. ground yesterday between England and South China, the result being a win for South China by a goal to nil.

The crowd was a record one and the gates were closed before the game started. Until a stadium is provided, there will be disappointments among the football public.

H.E. Major-General C. Luard and Mrs. Luard, Sir Robert Ho Tung and Col. Comyn were among the spectators.

South China were presented by the full team of the China Athletic Association, Lau Mau playing on the wing in place of Tso Kwai Shing.

England forwards could not settle down and thereby lost the game. Several chances to score were offered but not accepted. England was well served at half back. Sims, Watson and Everest playing a hard game. Watson had a very bad kick just before the interval. Northey did not play anything like as well as he did against the Interport side last Saturday. Leach who had been playing cricket for the Army against the Hong Kong Cricket Club over the Christmas holidays was not up to his usual form.

While Herring was at first weak. Pile got the ball across a good many times only to see no one up to put on the finishing touches. Wynne and Bishop did well, but Wynne was too slow for Chan Kwong In and Suen Kum Shun.

The China team was faster at all points, but the experience of England's team stood them in good stead. The pace was fast throughout and Mr. Barber of the Submarines carried out the duties of referee efficiently. Northey was a passenger in the last twenty minutes, suffering from a strain.

During one period of the game, England had two men off the field. Wynne and Northey, Wynne returning after five minutes' absence, but the Navy man did not return. Several hard knocks were given and few of the players escaped injury. Lai Wai Koon was hurt early in the game, while Lam Yuk Ying was forced to leave the field for attention. He had just returned when China scored the only goal of the match. Pau Ka Ping had more to do than Avery, although Lau Mau and Lai Wai Koon had plenty of chances to bring out the goal. Suen Kum Shun had hard luck, landing the ball twice on the cross-bar. Lai Wai Koon should have scored early in the second half for he had the ball within the goal area when he sent in a fast shot, the ball striking the post and rebounding to play. Vernon also had ill luck for with Pau out of position he sent in a fast shot and the ball struck the upright and went behind. Pau Ka Ping almost let his side down in the closing minutes when he failed to field a high ball from Pile, but he recovered and cleared well. Wong Pak Chong was the hero of the game and the shout that went up when he beat Avery echoed throughout the Valley. Avery was well placed to receive the shot and it was something of a surprise when the ball entered the net. It came from about twelve yards out and just cleared the post and landed in the roof, Avery misjudging its flight.

ANOTHER TRIAL GAME.

The Interport Selection Committee met after the game and it was decided to play another Trial game before the team should be selected to represent the Colony against Shanghai at Chinese New Year. With the form shown by several players during the holiday games, the Committee found it almost impossible to select a representative side. The following have been chosen to play in a further trial game on Wednesday, January 4th. Kick off at the Hong Kong F.C. ground at 3.45 p.m.

Clarke (H.K. Police); Wynne (H.K. Police); Everest (Club de Retiro); Everest (K.O.S.B.); Sims (Kowloon, Capt.) and Lam Yui Ying (China Athletic); Tso Kwai Shing (China Athletic); McNiven (Scotts' Guards); Gosan (Club de Retiro); Suen Kum Shun and Chan Kwong In (China Athletic).

HOME FOOTBALL.

RESULTS OF BOXING DAY MATCHES.

THE LEAGUE TABLES TO DATE.

No fewer than eleven matches were postponed in the English League Football matches played on Monday (Boxing Day), this being due to the severe nature of the weather and grounds being unplayable. Six of the postponed matches were in London.

There were some surprising results, and in one match, no fewer than eleven goals were scored.

Leaders remain the same, except in Division III. (South) where Northants by winning their match against Luton again move up to the top of the table. Millwall take second place, and Exeter go above Plymouth.

Below will be found the complete results of the matches played, as cabled by *Reuter*, and also the League Tables brought up to date and including Monday's matches:

The full results are as follows:—

Division I.

Birmingham 1, Sunderland 1.
Bolton 4, Tottenham 1.
Bury 4, Portsmouth 0.
Derby C. 5, Aston Villa 0.
Everton 3, Cardiff 1.
Huddersfield 1, Wednesday 0.
Leicester 5, Burnley 0.
Manchester U. 1, Blackburn 1.
Middlesbrough 1, Newcastle 1.
Sheffield U. 8, West Ham 2.

The Arsenal v. Liverpool match was postponed.

Division II.

Barnsley 0, Manchester C. 3.
Blackpool 3, Reading 1.
Bristol C. 3, Southampton 0.
Grimsby 1, Chelsea 1.
Notts Forest 3, Wolves 2.
Port Vale 1, Leeds 2.
Preston 4, Swansea 2.
West Brom. 2, Notts County 2.

The Clapton Orient v. Oldham Athletic and Fulham v. Hull City matches were postponed.

Division III. (Southern).

Bournemouth 3, Brighton 1.
Exeter 2, Plymouth 0.
Merthyr 2, Bristol R. 3.
Newport 1, Swindon 3.
Northants 6, Luton 5.
Southend 3, Brentford 2.

The Charlton Athletic v. Walsall, Crystal Palace v. Torquay United, Norwich City v. Millwall, Queen's Park Rangers v. Coventry City, and Watford v. Gillingham matches were postponed.

Division III. (Northern).

Accrington 2, New Brighton 1.
Bradford C. 3, Wigan 0.
Crawley 3, Darlington 3.
Doncaster 1, Halifax 1.
Hartlepool 1, Lincoln 2.
Rotherham 1, Chesterfield 2.
Southport 4, Wrexham 1.
Stockport 4, Barrow 0.

The Durham City v. Ashington, Nelson v. Tranmere Rovers, and Rochdale v. Bradford matches were postponed.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I.), up to and including matches completed on Monday, are appended:

DIVISION I.

P. W. D. L. F. A. Pts.
Everton 12 19 6 3 61 29 30
Leicester 12 10 6 6 49 35 29
Blackburn 12 8 9 5 31 22 25
Huddersfield 10 4 6 45 32 24
Newcastle 21 9 5 7 43 40 23
Cardiff 21 8 7 6 38 41 23
Tottenham 21 9 4 8 39 43 21
Aston 19 8 5 6 40 38 21
Liverpool 20 7 7 6 47 45 21
West Ham 20 10 1 9 45 49 21
Middlesbrough 21 7 7 7 48 43 21
Bury 21 10 1 10 41 45 21
Aston Villa 21 8 4 9 43 40 20
Sunderland 21 7 6 8 37 37 20
Manch. U. 22 8 4 10 37 40 20
Bolton 20 7 5 8 36 31 19
Sheffield U. 21 7 5 9 33 43 19
Burnley 21 9 1 11 37 52 19
Derby 20 6 5 9 51 48 17
Birmingham 21 4 8 9 33 45 16
Wednesday 21 4 7 10 38 45 15
Portsmouth 21 5 11 24 58 15

DIVISION II.

P. W. D. L. F. A. Pts.
Chelsea 21 13 5 3 43 19 31
Manch. City 21 13 3 5 49 32 29
Preston 21 11 6 4 45 28 28
Leeds U. 21 12 3 6 53 27 27
Bristol C. 21 11 4 6 45 38 26
Oldham 20 10 5 5 28 25 25
Notts For. 21 11 3 7 52 38 25
Port Vale 21 11 2 8 40 31 24
West Brom. 21 8 9 7 48 42 22
Stoke 20 8 5 7 33 31 21
Swansea 21 8 5 8 45 45 21
Grimsby 21 7 7 7 37 39 21
Clapton 20 8 4 8 38 41 20
Barnsley 21 6 7 8 30 40 18
Hull City 20 6 7 8 22 28 18
Notts C. 21 5 7 9 36 44 17
Fulham 20 6 5 10 33 47 15
Reading 21 5 11 30 47 15
Blackpool 21 5 11 38 54 15
Southport 21 4 6 11 28 42 14
Wolves 21 5 4 12 33 50 14
S. Shields 20 2 5 13 28 59 9

DIVISION III. (SOUTH).

P. W. D. L. F. A. Pts.
Northants 19 14 1 4 58 28 20
Millwall 20 13 3 4 63 31 29
Exeter 19 9 7 3 34 23 22
Plymouth 20 11 2 6 44 30 25
Charlton 18 8 2 28 26 24
Southend 18 11 0 7 37 31 22

(Continued on next Column.)

HENDREN IN AUSTRALIA.

PERSONNEL OF NEXT ENGLISH TEAM.

"Patsy" Hendren, who originally set out from London with the New Zealand cricketers, and who was carried ashore at Colombo with a bad attack of pleurisy, arrived at Fremantle a week or two ago on the liner *Oronsay*, bound for Adelaide where he will act as coach to the South Australian Cricket Association.

When spoken to on the ship, Hendren was very disappointed by his ill health, as he feared that his coaching would be impaired. He had been warned by medical advisers not to undertake strenuous exercise. He will remain in Australia until March, and will then return to England for the cricket season there.

Next English Team.

Chatting about the probable personnel of the English team to visit Australia at the end of next year, Hendren said that a very useful side should come, but the strength would depend largely upon the fitness of Larwood for the tour. He believed that an Australian wicketeer Larwood would be most destructive. Another bowler who would likely to come was Jupp, of Northampton, and it was almost certain that Tate would be included in the side. He thought one of the first men to be selected would be Walter Hammond, of Gloucestershire, who had made a thousand runs in a month during the last season. He was a prolific batsman, and should do well in Australia, as, apart from his batting ability, he was probably the best all-round fielder in the world. Hobbs was likely to come, and Sutcliffe seemed among the possibilities. Hendren thought that A. P. F. Chapman would probably be the captain. He thought the choice of a wicketkeeper would lie between George Brown, of Hampshire, and Ames from Kent. Brown was one of the most accomplished cricketers in England.

**KWANGSI TROOPS
MAY SOON ENTER
CANTON.****ONLY ONE DAY'S MARCH
FROM CITY.****THE VALUABLES AND
AMMUNITION.**

[FROM OUR CHINESE CORRESPONDENT.]

Canton City is now practically free of troops of the 4th Corps, the last large detail having left yesterday for the East River districts to make Waichow their future headquarters.

The Kwangsi troops supporting Generals Li Tsai Hsin and Wong Shiu Hung are now at Samshui, the west terminal of the Canton-Samshui Railway. These troops are aiming at Canton City, which may be reached within a day even by foot. The troops may be in Canton at any time, if they succeed in overcoming the details of the 5th Corps and a flotilla of local gunboats now assembling at Hohow.

The question of whether or not the Kwangsi forces will be able to enter Canton before the arrival of reinforcements from the North River and Hunan borders may be settled sooner than was at first expected.

All valuables and ammunition removable from the City, including specie from the Central Bank of China, are now in the hands of the clique supporting Mr. Wang Ching Wei and General Chiang Kai Shek. The Kwangsi Clique, if they are able to regain control of the City, will therefore not find much more than the problems of cleaning the city of debris and "Red" remnants.

The residents of the City are not much concerned regarding the coming change of authorities. They will probably find not much difference.

General Li Fook Lam is remaining neutral and will guard against further invasion of "Reds." He has decided not to go into any more battles in the already damaged city, unless his own interest and territory are touched.

Destructive Fire.

A fire occurred at Namkwan, Canton, early on Monday night. 20 houses were completely destroyed. Several lives were lost.

Russian Interests.

The German Consul called on the Canton Commissioner for Foreign Affairs last Monday, regarding the former taking charge of Russian interests in Canton.

CANTON TRAIN SERVICE.**AFFECTED BY TROOP
MOVEMENTS.****NO TRAINS YESTERDAY.**

Beginning from yesterday morning, the train service between Kowloon and Canton will be discontinued for the time being. This, it was stated, was due to the troop movements going on at the present time, the Chinese section having been taken over by the military.

On Monday night, the down express was delayed for three hours owing to movements of troops to the East River districts.

Further reports mentioned that a large detachment of the 4th Army embarked on troop trains on Monday and it was believed that they were bound for Shikung.

This greatly alarmed the citizens and yesterday afternoon's boat from Canton brought in more refugees.

The *Kyushu* arrived here at 3 p.m. yesterday with nearly 1,000 passengers, most of whom intend to stay until the situation at Canton becomes normal. During the last few days fewer persons have been leaving Canton, but the number again went up yesterday.

MAILS BY SIBERIA.**1,500 BAGS HELD UP AT
IRKUTSK.**

The Post Office in Shanghai is in receipt of the following report from the Postal Commission, Harbin, dated December 14th:—

Siberian Mails: Information has been received from Manchouli to the effect that over 1,000 bags, presumably printed matter and newspaper mails, are held up at Irkutsk for lack of accommodation in mail vans, and that they are being gradually forwarded by goods trains.

It is believed that this information provides an explanation of the delays and irregular arrival of mails via Siberia, about which complaints and inquiries have been lately heard from several quarters.

**FAMINE IN NORTH
CHINA.****FOUR MILLION PEOPLE IN
WANT.****DROUGHT AND LOCUST.****AN APPEAL FOR HELP.**

PEKING, December 15th.

A million dollar campaign is being organized by the China International Famine Relief Commission for the relief of famine in Shantung and Chihli, according to an announcement made public by the Famine Commission last night. On the strength of the latest reports, it is estimated that in the seventy hien affected by this year's drought and locust visitations, there are at least four million people (an earlier report put this figure at nine million) who suffer and look for assistance. Hundreds of thousands wander about the countryside in search of food and livelihood. Already 25,000 have arrived at Tainan. Local officials there have established four soup-kitchens which distribute food to these people. The Shantung Committee of the Famine Commission is distributing emergency relief in 19 worst hien and more funds are urgently needed, hence the campaign.

Reports of distress are being received from the affected regions every day at the head office of the Famine Commission, 6, Tsai Chang Hutung, Peking. Extracts from a few of them follow:—

"The long, long line of pedestrians moving day after day from this to other sections speaks louder than words of the impossibility of trying to pass through the winter in this section of Shantung and Chihli."

"Many thousands are now using cottonseed, while others are forced to use chaff, leaves, and weeds, mixed with a little grain, for food."

Three Years Of Famine.

"Our place is worse hit than it was last year, and we have had three years of famine and short crops, all of which simply intensifies the trouble of the present time. . . . but the crops between here and Kuchow have in my twenty-five years of knowledge of this field, never been worse."

"In the Feihsten field, out of the 42 districts, 22 districts are barren of people. Even old mothers and fathers have left for Manchuria. The very poorest cannot go because they have no food or travel money. What can you do for them? Can you let us have some funds?"

"Owing to the exceptionally bad harvests in this district, due to drought and locusts, the worst that have been known for years, I have been asked by the city and country gentry and elders of this hien to appeal to your Committee for assistance and famine relief."

"At this time, the middle class are unable to sell their land or borrow money and their crops have failed. They are unwilling to go out and beg. I know of one whole family, grandmother, son and wife, and children, who committed suicide rather than go out and beg."

"No rain of any consequence has fallen since the wheat harvest in the whole region. Insect pests have been numerous this summer. All the crops planted since the wheat was gathered have in most places netted barely enough to cover the seed planted. Grain has continued to increase in price till the famine prices of 1921-22 have been reached and then added to until now grain is more expensive than it was during those terrible years."

Immediate Relief Needed.

"Immediate relief is needed but the most pressing needs will be far more urgent when the winter months have come. We hope that some drastic measures can be taken to meet the winter needs of this perishing people."

"There is no doubt that the need is greater now than it was seven years ago. Land is sold at the cheapest price, and in many cases a buyer cannot be found. Houses are being torn down, in order to sell wood for a few dollars, charity institutions are filled to capacity, and can do no more. Roots of trees, wheat-sprouts, and chaff are the daily food of hundreds of thousands. If special help does not come soon, thousands will soon die of starvation."

**CHIANG KAI SHEK
IN JAPAN.****INTERVIEW WITH VIS-
COUNT SHIBUSAWA.****SINO-JAPANESE ECONOMIC
CO-OPERATION.**

Tokyo, Dec. 12th.

When Gen. Chiang Kai Shek came to Japan, ostensibly to sue for the hand of Miss Soong Mei Ling, people here were convinced that such was not the only reason for the visit of the former commander-in-chief of the Southern armies to Japan. During his stay in this country, General Chiang called on high dignitaries and important personages, including the Premier, the War Minister, and the Chief of the General Staff. He also made it a point to call on the aged Viscount Shibusawa, one of the mainstays of economic and financial Japan. Nothing hitherto has been printed of what transpired during the meeting of Chiang Kai Shek with Viscount Shibusawa, or of the nature of their conversation, but it now is possible to divulge the main subjects treated during the interview, such information having been received from an unimpeachable and authentic source.

Gen. Chiang Kai Shek told the Viscount that he stood firm upon the Three Principles of the late Dr. Sun Yat Sen. Would Viscount Shibusawa be as sympathetic a friend to Chiang as he was to Dr. Sun, especially as the mantle of Dr. Sun had descended upon the shoulders of Chiang Kai Shek?

Agreement With Sun Yat Sen.

Viscount Shibusawa, after declaring this was the first time he met Chiang Kai Shek, though he knew of his career through the press, recalled at great length the circumstances under which he met Sun Yat Sen for the first time fifteen years ago.

"At that time," said Viscount Shibusawa, "there were two outstanding men in your country. One was Yuan Shih Kai and the other your late predecessor, Dr. Sun. Unfortunately, they could not see eye to eye and the result was that China was divided into North and South and endless disputes were the result."

Viscount Shibusawa then told Chiang Kai Shek that he (Shibusawa) was not a politician, but a business man, and recalled an agreement made between Dr. Sun and himself to work for the mutual economic development of Japan and China. The result of that agreement, Viscount Shibusawa said, was the establishment of the Sino-Japanese Business Corporation, "which, however, is now in a very difficult condition."

The Road To Success.

After declaring his regret that this endeavour towards mutual economic interdependence proved a failure, Viscount Shibusawa expressed a conviction that only through economic co-operation could the two countries co-exist and prosper.

To this Chiang Kai Shek replied:—"All you say makes me feel that economic development is very important for China and I am very grateful for your sympathy with my country. I think that Japan needs such development, too. Our two countries should aim at mutual economic co-operation and I am sure that success will attend our joint efforts, if you will assume the leadership of this important economic undertaking."

Viscount Shibusawa's reply was to point out the abundance of natural resources China is said to possess and the lack of such natural wealth in Japan. "Every-one is aware that co-operation between Japan and China is needed for the economic development of both countries," he said, "and I am sorry that such co-operation for the development of both lands should have been prevented by political and diplomatic complications."

Leaders And People.

Chiang Kai Shek:—"Just as you say, I fully realize that the progress and prosperity of China and Japan depends entirely on the co-operation of the leaders and the peoples of the two countries."

Viscount Shibusawa:—"Confucius taught that the greatest of all virtues is sympathy, and Sino-Japanese friendship and co-operation must be based on the friendly sympathy of the two peoples. If this can be done, then it is very easy for the Chinese and Japanese to co-operate in the economic development of both lands."

**PEKING'S RELATIONS
WITH RUSSIA.****NOT TO BREAK YET.****CAREFUL WATCH KEPT.**

PEKING, Dec. 19th.

It is stated that, as Peking's relations with the Soviet are governed by the agreement of May 31st, 1924, and the Moscow-Mukden agreement of a subsequent date, relations will not be broken, unless there is evidence of fresh intrigues. The relations which existed between the Soviet and the Kuomintang arose because the latter allowed the Communists to enter their ranks and thus they became allied with the Soviet, since the Communists were controlled from Moscow.

The logical application from the Kuomintang's anti-Red move is that it has severed relations with the Moscow Communists.

It is further emphasized that Manchuria and Russia share a boundary line of some thousands of miles, and in view of the employment of large numbers of Manchurian troops inside the Great Wall it would be risky to break with Moscow and expose the frontier to a Soviet attack. The Chinese Eastern Railway also has to be considered, since there are joint Chinese and Russian interests involved.

Another fear in official circles is the danger of an agreement between Russia and Japan. The mission of Viscount Goto to Moscow is being viewed with some concern, in view of recent developments in the south.

Ankuochun intelligence officers in various parts of Manchuria have been instructed to keep a vigilant watch on Russians, and if they are discovered to be plotting against established order, as in the case of the Canton Government, the Peking Government will be obliged to suspend further diplomatic relations with Russia.—*North China Daily News.*

**SHANGHAI'S ARMED
ROBBER MENACE.****ELECTRIC ALARM SYSTEM.****INSTANT COMMUNICATION
WITH POLICE.**

SHANGHAI, Dec. 23rd.

The first official demonstration of the newest method in Shanghai to cope with the ever-increasing armed robber problem, was given yesterday morning in Sinza police station.

The apparatus is an electric burglar device which is being installed by the Oriental Electric Protective Association, wherein every house which subscribes to the system has direct electrical connection with the nearest police station. The police department has given official sanction to the service, and will provide adequate space in various stations for the installation of the necessary units within the police stations.

Demonstration At Sinza.

The adequacy of the system amply was demonstrated yesterday. Officers of the station, with the exception of Chief Inspector Aiers, did not know from which house or at what time the alarm would be given. A messenger went to the designated place, pressed a button, and roused the station. The station force turned out en masse, and within two minutes they were at the dwelling in Myburgh Road. Had armed robbers actually been inside, they would have met with more trouble than they had expected.

Push Buttons By Counter Or Bed.

The apparatus is simple enough as far as the subscriber is concerned. The company supplies as many push buttons as he may desire, and will install them at convenient points—at the head of the bed, under a counter, alongside the cash box, near the door, etc. Company engineers will seal windows or doors in such a manner that, should they be opened, the circuit will be broken, by which process the station, at once will be roused by the ringing of a gong in the charge-room. Once the plant has been used a representative of the company will make proper connections again in the house. The mechanism is not dependent upon municipal electricity, for the company installs its own storage cells, which are constantly recharged.

Quick Alarms Needed.

It long has been recognized in police circles that armed robbers could efficiently be dealt with were the station but informed at the time, instead, as sometimes is the case, several hours later. The gong last month of Sergt. Sergeant in West Hongkew, and Sergt. Bead in Sinza, have proved this, they say. By the method just described residents and shopkeepers will be able to inform them immediately anything goes wrong.—*N.C. Daily News.*

**A "BREEZE" IN
COURT.****SHIPOWNER ON TRIAL.****CAPTAIN STORMS AT
COUNSEL.**

CARDIFF.

Seafarers thronged the court at Glamorgan Assizes, when, before Mr. Justice Wright, the trial was resumed of Watkin James Williams, a Cardiff shipowner, on charges concerned with the loss of the *s.s. Eastway* and 23 lives on October 19th, and with other offences in connection with the *s.s. Tideway*.

The prosecution alleges that the loss of the *Eastway* was due to overloading, and the Attorney-General, who is prosecuting, has alleged that Williams made a practice of sending his ships to sea from foreign ports overloaded.

So complicated is the evidence that large-scale models of ships have been brought into court, while in one corner an exact replica of a section of the side of the *Eastway*, showing her Pimsoil marks with the "green sea" lapping over them, has been erected.

A Breezy Captain.

A short, rubicund, grey-haired ex-sea captain named William Henry Boxall said he was a ship's master as far back as 1933. In his opinion, if the *Eastway* sailed from Norfolk, Virginia, even 6in. below her proper loading marks—the Crown alleges that she was 13in. over-deep—there would be grave risk to the crew in bad weather. Mr. Langton, K.C., defending, was pressing Capt. Boxall with regard to loading rules for winter and summer voyages and the captain said he did not agree with them.

"But they are made by the Board of Trade," rejoined Mr. Langton. "Pshaw!" thundered the captain. "The Board of Trade may make rules but God Almighty makes the weather, and that is what counts!"

Mr. Langton: You say every inch overloaded is a risk to life? "It is increased by an inch," replied Capt. Boxall, a remark which made Mr. Langton smile.

"You may laugh," stormed the captain, "but I have been there and you haven't."

Mr. Langton hastened to explain that he was not laughing at the gravity of the remark, but at the quaint manner in which he expressed his meaning.

The Attorney-General, Sir Douglas Hogg: What is the advantage to a ship's master to overload his ship?

Capt. Boxall: I suppose a ship's master, like everyone else, fears the danger nearest to him, and the nearest danger to a tramp ship's master is the danger of unemployment. That is why he overloads.

They run the risk of being dismissed if they do not overload their vessels?—Yes.

There is no personal advantage to him?—None at all, but to-day a ship's master would rather risk his life than his job.

107 M.P.H. Storms.

Captain Thomas Harrison, Board of Trade surveyor at Cardiff, said that the overloading of a vessel by only six inches would add to the danger of the crew.

Mr. Langton (to the court attendant): Just put the "green sea" up the side of the vessel so as to show only the top of the Pimsoil disc.

The attendant promptly moved the "sea" up the side of the model of the *Eastway* produced in court.

Mr. Langton: What is the biggest storm you have ever heard of?

Captain Harrison: I have heard of one of 107 miles an hour.

Would you be surprised to hear that the one in which the ship foundered was 130 miles an hour?—I should.

Captain James Alex Agnew, a ship's master for 29 years, said he was appointed to the *s.s. Tideway* in April 1923. In May 1924 he left Buenos Aires for Antwerp on a winter voyage 620 tons over-loaded. In October of the same year he left Bahia Blanca and sent a telegram stating that he had 7,651 tons of corn on board.

The Attorney-General: You did not state the amount of bunkers you had aboard when you left Bahia Blanca?—It was agreed at the office between Mr. Watkin Williams and Mr. Pardo Williams and myself that I should refrain from giving the amount of bunkers, as it might give information with regard to the loading of the ship.

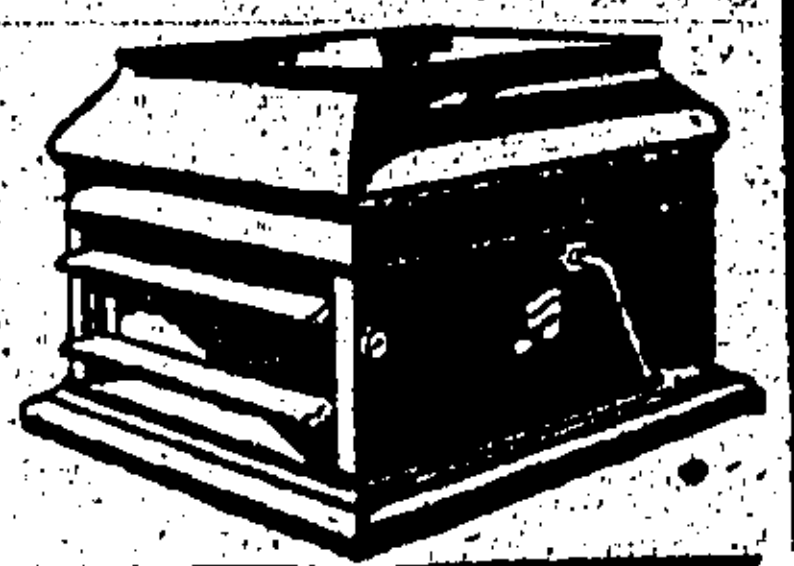
How did it come about that you had such a conversation?—Because I told them I had been nearly caught with the ship overloaded.

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DRINK IF TAKEN IN THE****RIGHT SPIRIT.****WHITE HORSE
Scotch WHISKY**

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Give Pictures for Presents.

INTIMATIONS.

PRESENTATION TO REV. H. COPLEY MOYLE.

A RECEPTION will be held in the CATHEDRAL HALL on THURSDAY, 29th INSTANT, from 5.5 p.m. to 8 p.m. for the presentation of a book to the Rev. H. COPLEY MOYLE, at 8.30 p.m. A Presentation will be made to Mr. Moyle by the Hon. Mr. OWEN RUGGERS on behalf of the Subscribers to the Presentation Fund. All interested are invited to be present. Tea will be served from 5 p.m. On behalf of the Church Body, C. BLAKER, Hon. Secretary. [5690]

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING: 13th, 14th, 15th & 16th FEBRUARY, 1928.

DRAFT Programmes and Entry Forms are now ready and may be obtained at the BACE COURSE, HONG KONG CLUB and GARDENWAY BAY STABLES. [5653]

THE HONG KONG IRON MINING COMPANY, LIMITED.

To: Dr. KARL JUSTI.

TAKE NOTICE that the Board of Directors in the above named Company require you on or before the 7th day of JANUARY, One Thousand Nine Hundred and Twenty-eight to pay the Sum of TEN DOLLARS Per Share due from you in respect of the 3rd Call on the Shares set out against your respective Names—reunder:—
Dr. KARL JUSTI 25 Shares Nos. 9561/9575
together with Interest thereon at the Rate of 12 Per Cent. Per Annum from the 2nd June, 1922, up to this Day and that in the event of Non-payment of the said Call and Interest on or before the said 7th day of JANUARY, 1928, at the Office of Messrs. THE HONG KONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, 3, CHATER ROAD, Victoria, Hong Kong, the Shares in respect of which such Call was made will be liable to Forfeiture.
Dated the 23rd day of December, 1927.
By Order of the Board of Directors,
L. S. GREENHILL, Secretary.
Hong Kong, 23rd December, 1927. [5695]

THE HONG KONG IRON MINING COMPANY, LIMITED.

To: ERNST DE BAVIER: HERMANN JOHN MANDL & HUGO SUTER.

TAKE NOTICE that the Board of Directors in the above named Company require you on or before the 7th day of JANUARY, One Thousand Nine Hundred and Twenty-eight to pay the Sum of TWENTY DOLLARS Per Share due from you in respect of the 2nd and 3rd Calls and of TEN DOLLARS on the Shares set out against your respective Names—reunder:—
ERNST DE BAVIER 50 Shares Nos. 8191/8240
HERMANN JOHN MANDL 10 Shares Nos. 9201/9250
HUGO SUTER 5 Shares Nos. 9471/9475
together with Interest thereon at the Rate of 12 Per Cent. Per Annum from the 17th day of JULY, 1917, on the 2nd Call and 12 Per Cent. from 2nd June, 1922, as regards the 3rd Call up to this Day and that in the event of Non-payment of the said Calls and Interest on or before the said 7th day of JANUARY, 1928, at the Office of Messrs. THE HONG KONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, 3, CHATER ROAD, Victoria, Hong Kong, the Shares in respect of which such Calls were made will be liable to Forfeiture.
Dated the 23rd day of December, 1927.
By Order of the Board of Directors,
L. S. GREENHILL, Secretary.
Hong Kong, 23rd December, 1927. [5696]

PHOTOGRAPHY & ART.

EXHIBITION & CONTEST AT MACAO.

From 2nd to 15th JANUARY, 1928.

For Particulars, address:—

THE DIRECTOR,

*PORT WORKS DEPT.

MACAO. [5696]

KING EDWARD HOTEL.

NEW YEAR'S EVE

DINNER DANCE

8.30 p.m. to 12 Midnight.

\$2.50 PER PERSON.

BOOKING can now be made at the Hotel.

INTIMATIONS.

NOTICE.

MONIES up to \$135,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.
Apply—Messrs. DRACONS, 5808] Prince's Building

THE KOWLOON MOTOR BUS CO., LTD.

"SPECIAL" AND "FAMILY" MONTHLY TICKETS.

HOLDERS of the above mentioned Tickets are HEREBY INFORMED that effective JANUARY 1st, 1928, such Tickets will Not be Available.
SPECIAL tickets are those which have hitherto been sold at less than the charge of \$5.00 each.
By Order of the Board of Directors, LAM MING FAN, Secretary.
Hong Kong, 20th Dec. 1927. [5677]

BY ORDER OF THE FIRST MORTGAGEE.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTY

SITUATE at MONGKOKTSUI in the Dependency of Kowloon and Colony of Hong Kong and registered at the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT No. 950. Together with the Messuages or Tenement and other Erections and Buildings thereon now known as No. 414, RECLAMATION STREET.
Area:—712 Square Feet or thereabouts.
Annual Crown Rent:—\$8.00.
BY Mr. E. V. M. R. DE SOUSA, Auctioneer, at the CHINA AUCTION ROOMS, No. 4, DUNDRELL STREET, VICTORIA, HONG KONG, ON WEDNESDAY, THE 4TH DAY OF JANUARY, 1928, AT 3 O'CLOCK P.M.
For further Particulars and Conditions of Sale, Apply to:—
Messrs. GEO. K. HALL BRUTTON & CO., First Mortgage Solicitors, ST. GEORGE'S BUILDING, CHATER ROAD, HONG KONG.
Dated the 21st day of December, 1927. [5680]

TO LET.

A FLAT in HUMPHREYS BUILDING, Kowloon.
Apply to:—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [5617]

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ANNOUNCEMENT—HAIR SPECIALISTS OF "EMPEROR OF BEAUTY" Miss PEARL and Mr. WICKS at HOME Beauty Parlour. Look your best for the Holidays. HOURS: 9 A.M. to 6 P.M. [5677]

ON SALE.

HONG KONG HANSHARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1928.

Revised by Members.

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WINE & SPIRIT MERCHANTS.

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Hong Kong Office: 11, Ice House Street.

London Office: 91, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, DECEMBER 28th, 1927.

WHY TAXATION IS HIGH IN BRITAIN.

It is almost impossible to pick up a newspaper published in Great Britain without reading a speech or an article dealing with national expenditure. This is not by any means surprising seeing that the country is the most heavily taxed in the world. The Government are called upon "with damn'd iteration," as FALSTAFF says, to practise economy. Politicians in Opposition in need of a theme can always find in this a congenial subject. Popular journals are full of wise saws about the virtues of thrift; and the Government, they say, ought to give private citizens a lead. It is for Whitehall to show the way. Of course, it is all very fine and commendable, but we doubt whether the man in the street is much impressed. For while the critics are all agreed that economy is necessary, none of them is able to indicate where a substantial reduction may be effected.

We obtain a fairly clear conception of the nature of the problem after reading the Treasury figures issued as a Parliamentary return towards the end of November. The cost of public social services is stupendous. In England and Wales last year over three hundred and fifty million pounds (£350,000,000) were spent in various form of assistance. That is to say, nearly a million pounds a day was required

for social services, whereas before the war it was only £175,000 a day. Under this head come national health insurance, unemployment insurance, war pensions, old age and widows' pensions, education, housing, Poor Law relief and public health.

The practical question is whether this enormous expenditure can be cut down. Obviously it is too heavy a burden for a nation which has just emerged from the most costly war in history. Some of the critics of the present Government point out economies that might be made to the extent of some thousands per annum; but this seems trifling when it is necessary to think in millions. It is like advising a man with fifty thousand a year, who is living beyond his means, to curtail his expenses by knocking off cigars.

Looked at squarely the position is that in addition to the ordinary requirements of the State—maintenance of the Civil Service, the Army, Navy, Air Force and so forth—there has grown up a large number of public-assisted schemes, such as health and unemployment insurance, and widows' and orphans' pensions, which did not exist fifteen years ago. No Government dare propose to abandon these schemes now. They are disbursements to which the national honour is pledged, and they could not be discontinued without a grievous breach of faith. The social services have developed with the framework of the State, and only if that framework itself were endangered could they be repudiated. This is what the critics who deal with the subject of national expenditure ignore. Any suggestion of abandoning the expenditure on social services would inevitably lead to a long, bitter and dangerous struggle, for which there is not sufficient justification at the present time.

It is therefore fairly obvious that most of the talk about economy being within the discretion of the Government is fudge. Practically nothing can be done to alter the effects of the past, nor can anything be done in the present. But the figures should contain a warning for politicians with regard to the future. The lesson they convey is that the burdens imposed on taxpayers are not to be easily shifted. The British Government knows by now that the cost of State-assisted schemes is almost invariably under-estimated, and that their expensiveness tends to grow.

They would certainly grow—and the fact seems to be realised more or less clearly—under a Labour Government imbued with Social ideals; and herein we may perceive one of the basic reasons for the widespread hostility in Britain to that political creed.

The official opening of the Instone Bank Corporation will be held to-day, from 10 a.m. to noon.

Two bridge awnings were stolen during the week-end from the steam launch *Saiwunko*, whilst lying in the Yaumatei breakwater.

A pickpocket has been arrested after stealing \$400 from a pedestrian at Wing Lok Street. The money has been recovered.

St. Peter's Young Men's Club are holding a dance at Messrs. Lane, Crawford's Restaurant this evening, beginning at 8.30. The *Titanica* Melodians will be present.

A houseboy employed by Mr. G. T. May was sentenced by Major C. Willson to one month's hard labour for the theft of \$100 from Mr. May's house on Christmas Day.

Mr. R. J. Paterson, staying at Pott's No. 2 Bungalow at Sheung-shui, has reported to the Police that his room was entered during Christmas and property worth \$225 stolen.

A Chinese woman from Shaoh-wan has been sent to the Government Civil Hospital, suffering from injuries to her head. She alleged that she was stabbed by a man, whose description is now with the police.

The death occurred suddenly on Christmas Eve of the wife of Mr. P. D. Keyser, of the Public Works Department. The funeral took place on Monday, a number of friends attending. Much sympathy will be extended to Mr. Keyser in his bereavement.

Miss Gladys Lee, a school teacher living at the King Edward Hotel, has reported to the Police that whilst she was walking in Queen's Road Central on Monday, a snatcher stole her handbag containing two passports, money, jewellery and two cheques worth \$375.

A Chinese who attempted to alight from motor bus No. 91, belonging to the Kowloon Motor Bus Company, received serious injuries to his head that he died in the Kowloon Hospital a few hours after he was admitted. The accident occurred on Monday at the junction of Prince Edward and Kowloon City Roads.

A Chinese who is believed to be the man who smashed a number of show cases in Wing Lok Street and Queen's Road Central and stole a quantity of goods from these shops, has been arrested. A Police report of yesterday morning states that the man was arrested after he had smashed a window case and stolen shoes from a shop at No. 14, Wyndham Street.

A fourth man arrested in connection with the shooting affray in which Police Sergeant McMahon and several members of a police picket were wounded by Chinese gunmen recently has been charged, and he is to appear before a Magistrate at the Police Court this morning. This has apparently accounted for all members of the gang concerned in this affray. One robber was shot dead, one wounded and is now in hospital, and the other was arrested during the street battle.

TRAGEDY OF CHRISTMAS DAY.

"SCRAP" BETWEEN YOUTHS ENDS FATALLY.

A disagreement, which led from words to blows ended tragically during the Christmas holiday.

It appears that a Chinese youth named Au Kwong and a student of St. Paul's College, named Ho Kwong Hoi, of No. 46, Hollywood Road, first floor, had an argument at the South China Athletic Association's Rooms, China Building, on Christmas evening, at about eight o'clock. Some sparring took place between the lads and it is stated that Ho, who was 16 years of age, was struck on the left temple. The two were separated by others present, and later Ho left for home, where he told his mother that he had been for a walk and had a nasty fall. Shortly afterwards he became unconscious, after complaining of feeling dizzy. Soon after midnight, his parents summoned a Chinese doctor, and when his condition became more serious he was sent to hospital, where he died at 6 a.m. on Monday.

A post mortem examination has revealed that death was caused by the bursting of a blood vessel in the head. Ho's assailant has been detained by the police.

WEATHER REPORT.

Yesterday morning's weather report, forecast and remarks from the Royal Observatory state:—

The anti-cyclone has weakened considerably and is now central over Korea. A deep depression is shown over N.E. Japan and a shallow depression over mid Yangtze Valley. The monsoon is interrupted.

The evening report issued at 6.25 p.m. stated:—

The anti-cyclone is now central over N.W. Japan. The depression is central over the lower Yangtze Valley.

Local forecast:—East or variable winds, generally fair, some fog or mist.

MURDER IN A CEMETERY.

CRIME BY SINGAPORE SECRET SOCIETY.

VICTIM BURIED ALIVE.

One of the most brutal murders yet recorded in Singapore was committed last week, the victim being a Chinese who recently acted as a Police informer. The crime, it is alleged, was the result of the victim having aided the Police in a raid on a secret liquor distillery in some marsh land off Thomson Road. The district is known as one in which secret society gangs exercise a great deal of influence and it is not the first time that a person who has afforded assistance to the Police in their work in this quarter has met his death. Some extent to which the fear of revenge is carried can be gathered when the Magistrate who recorded some evidence in connection with the murder ordered that the witness be given Police protection.

The facts were outlined by Inspector King when he mentioned the case before Mr. H. R. Bull. Three men have been arrested by the Kandang Kerbau Police and their apprehension reflects some smart work on the part of the Officers of this division.

The Facts Of The Case.

On the 8th instant, Inspector D. Dale, having received information from a Hokien (the deceased) that there was a huge distillery operating in Thomson Road, went to the place and succeeded in arresting one man—the others who were actually engaged in distilling liquor and storing it in tins at the time, succeeding in escaping—and seized some of the liquor. It was a difficult undertaking for Inspector Dale, who had to make his way through a swampy track of ground some distance inland.

On that occasion, according to the Police, the second of the three men now under arrest threatened the informer. Later the deceased went to Thomson Road again on the morning of the 15th instant—and was assaulted by the first and second accused for giving information regarding the illicit liquor. The informer took refuge in a coffee shop for some time and then he went out, only to be seized by the accused men and others. He was dragged away in the direction of the Chinese cemetery in Thomson Road. The Police received information later and the mutilated body of the informer was found in the cemetery where he had apparently been buried alive by his assailants.

Buried Alive In Cemetery.

Inspector King received information on the night of the 16th inst. and sent detectives to make enquiries. They arrested the three accused. The Police then made a search for the body but could find no trace of it. Later the same night the first accused led the police to the same cemetery where they discovered some freshly turned up soil. The earth was removed and just below the surface they came upon the body of the unfortunate informer. The man's thumbs were tied together behind his back and his mouth was gagged. It appeared that he had been buried alive and this was what the Police believed, although it was impossible to say so definitely.

Coffee Shop Assistant's Evidence.

Giving evidence, a Chinese coffee shop assistant said that he was in his shop on the morning the 15th instant and witnessed Thiam Hock, the deceased, being assaulted on the road outside. Two of the accused men who were present in Court took part. These men were the first and third accused.

At this stage Inspector King warned the witness that he had to speak the truth and told him not to be afraid to do so.

In answer to the Inspector the witness denied that he had given the name of Lee Chin as one of the accused men. Continuing his story he said that he ran out and stopped the assault. Thiam Hock went into his shop and stayed there for ten or fifteen minutes. When he went out he was again assaulted.

Another Body Discovered.

Curiously, another body which cannot be identified owing to its advanced state of decomposition and partial destruction by dogs, was discovered about 100 yards from the deceased in the above case. As this body has been lying at the cemetery for some days there is believed to be no connection between its discovery and the crime above detailed. Full play is, however, suspected—Singapore Free Press.

10 MILLION CHINESE OUTSIDE OF CHINA.

WAR AND FAMINES CAUSING VAST EMIGRATION.

SHANTUNG MIGRATION INTO MANCHURIA.

The migration of Chinese farmers from Shantung to Manchuria is no new phenomenon; but the statement of Reuter's Tsinanfu correspondent, that a million people have probably migrated during the year, ought to give thoughtful Chinese something to think about. For the Shantung migration is not the only one. Peasants from Chihli and Honan are moving into Manchuria and Mongolia in large numbers, so large, in fact, that a student of the problem described the new immigrants in Northern Manchuria as resembling the European immigrants who peopled the north-western states of the United States.

In the south, there is even a greater migration, although statistics are at the moment not available. Chinese, mostly peasants from all parts of Kwangtung and Fukien, are leaving China altogether. They move down into Singapore, the Malay States, Java, the Philippines, Saigon, anywhere that they are permitted to enter. A recent semi-official estimate of Chinese outside of China brings the figures to approximately ten millions.

The comparative figures of the migrations, both north and south, show that only a small proportion of the huge population of China is leaving its homes for other parts, but actually the immigration is very large when one remembers the religious attachment which a Chinese has for the home of his ancestors, his unwillingness to quit his native village and take up residence in unknown parts. Yet, the Chinese immigrant continues in an increasingly large stream to move to British, French, Japanese, American and even Russian territory, because he finds life unbearable in his own country.

1,000,000 From Shantung.

The population of Shantung in 1923, before the present madness of feudal wars commenced, was estimated to be 20,000,000. It is probably less now, but even taking that figure, a migration of one million, presumably adults, represents a very large proportion of the whole. It means that those who are not soldiers or bandits and can no longer be peasants are forced to leave their homes.

And this is the condition in the sacred province of Chinal in Kiangsu, Anhui, and in the other Yangtze provinces, the people have not yet reached such desperation, but they are verging upon it. The recent *coup d'état* in Canton can be expected to send several hundred thousand Cantonese to the Malay States or French Indo-China. In a word, in north and south, in every part of the country from which there is any kind of a report, the masses of the Chinese people are being driven to despair by the reckless rapacity of the militarists and their political allies.

Provincial Autonomy.

We are returning to exactly the feudal conditions which obtained before the Kiangsu-Chubians war of 1924 which gave the impetus to all this fighting. The difference, at the moment, however, is that now there will be a greater measure of provincial autonomy, a greater degree of self-government by the natives of the province. In fact, it is reported from Kueichow that they have a law which forbids entrance into or removal from the province without permission from the provincial authorities. They have kept the Kuomintang as well as the Communists out of Kueichow during the past year.

Now, there is no part of China which is at peace. The Kuomintang suffers from its own propaganda weapons; that is, it uses certain violent slogans and agitatorial means to conquer an enemy through the lowest strata of society, but then it cannot control the masses which it has aroused. The marching of troops across provinces does not make for peace and safety for the peasants, and in southern Chihli, Shantung, northern Kiangsu, Honan, and Anhui, the bandits and Red Spears have had a free hand and the people have paid with their lives and their harvests. These conditions arise from their spoliation of the country by militarists and politicians, who, after they have done their vile deeds, slip off to European countries, as Mr. Wang Ching Wei has done after his Canton *coup d'état*.

The question that the foreigner is bound to ask is why the Chinese masses submit to these conditions and how long will they submit. The Chinese peasant is a whole-some human being, who has in the past defended his home and his farm against the rapacity of his rulers. Will he submit much longer? Will he migrate to suffer parts, such as the steppes of Mongolia and Manchuria and the foreign-controlled lands of the South Seas, or will he strike at the fundamental evil, the militarists and politicians who rob and betray him? These are questions which will probably be answered very soon in some provinces.—N.Y. Daily News.



Interesting Traveling Companions

What interesting friendships you make aboard the President Liners! The high class of patronage that travel on these giant ships has established an enviable reputation for the President Liners.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—hot baths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners. The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES	To SEATTLE and VICTORIA
The <i>Surabaya</i> sails via Honolulu	The <i>Surabaya</i> sails via Honolulu
Fortnightly sailings on Tuesdays	Fortnightly sailings on Wednesdays
Pres. McKinley... Tues., Jan. 3rd, 6 a.m.	Pres. Taft... Wed., Dec. 28th, 12.30 a.m.
Pres. Grant... Tues., Jan. 17th	Pres. Jefferson... Wed., Jan. 11th
Pres. Cleveland... Tues., Jan. 31st	Pres. Lincoln... Wed., Jan. 25th
Pres. Pierce... Tues., Feb. 14th	Pres. Madison... Wed., Feb. 8th

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE AND NEW YORK

Fortnightly sailings on Tuesdays via Manila, Suez, Canal, Alexandria, Naples, Genoa, Marseilles, London and New York	Fortnightly sailings on Wednesdays
Pres. Harrison... Sun., Jan. 1st, 6 a.m.	Pres. Van Buren... Sun., Feb. 12th
Pres. Monroe... Sun., Jan. 15th, 6 a.m.	Pres. Jefferson... Sun., Feb. 26th
Pres. Wilson... Sun., Jan. 29th, 6 a.m.	Pres. Polk... Sun., Mar. 11th
Pres. Harrison... Jan. 1st, 6 p.m.	Pres. Monroe... Jan. 15th, 6 p.m.
Pres. Jefferson... Jan. 8th, 6 p.m.	Pres. Lincoln... Jan. 22nd, 6 p.m.
Pres. Grant... Jan. 15th, 6 p.m.	Pres. Cleveland... Jan. 29th, 6 p.m.

For Bookings, Passenger and Freight Information Apply to Hong Kong and Shanghai Bank Building, Ground Floor Telephone Central 2477, 2478 and 795 Cable Address "Dollar"

Dollar Steamship Line and American Mail Line



LIGNES COMMERCIALES (Cargo Boats). Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK— "MIN" 1st Week, January, 1928.

"YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 23rd January, 1928.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
ANDRE LEBON	17th Jan.	3rd Jan., 1928.	3rd Jan., 1928.
CHENONCEAUX	24th Jan.	10th Jan.	10th Jan.
ANGERS	31st Jan.	17th Jan.	17th Jan.
D'ARTAGNAN	7th Feb.	24th Jan.	24th Jan.
G. METZINGER	14th Feb.	31st Jan.	31st Jan.
SEHINX	21st Feb.	7th Feb.	7th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine). A Class (1st Class)... 29.00 Od. Od. B Class (1st Class)... 25.00 Od. Od. C Class (2nd Class)... 20.00 Od. Od. Through Tickets to London and Leaving Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice). For full Particulars, apply to Cie. des MESSAGERIES MARITIMES, 3, QUAI DE LA SEINE, PARIS. Telephone Central 740. CONSIGNATION—TRANSHIP—REPRESENTATION.

ON SALE

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1926.

With Index, Price—\$1.50.

On Sale at the Hong Kong Daily Press Office.

SAFE AND SAFER!

THE NEW SHIP WIRELESS ALARM.

AN INTERESTING DEMONSTRATION.

The *City of Pekin*, which arrived in port here on Monday (Boxing Day), is one of the first steamers in the Far East fitted with the new Wireless Auto-Alarm Apparatus. This device, recently perfected by the Marconi Company as an additional aid to safety of life at sea, is a most remarkable piece of apparatus.

The following account of it and also of a demonstration given on the *City of Pekin* while that vessel was at Singapore, appears in a *Singapore Free Press* which has just come to hand:

The use on board ship of an alarm for automatically responding to a special signal sent by ships in distress is provided for in the Merchant Shipping (Wireless Telegraphy) Rules, recently issued by the Board of Trade.

This important development in the use of wireless at sea is the result of experiments carried out by the Admiralty on behalf of the Board of Trade and the General Post Office with the object of determining the possibilities of an instrument which would respond to a special signal used as a forerunner of the distress (S.O.S.) call, and so make it unnecessary for ships to maintain continuous human watch.

The Marconi Company has designed apparatus which meets in every detail the requirements laid down in the rules just published, and the General Post Office has given official notification that the Marconi Auto Alarm has satisfactorily passed all the required tests and has been approved for fitting on board ships.

The knowledge that all the principal passenger-carrying ships have a complete staff of wireless operators and keep a continuous wireless watch overshadows the fact that the large majority of ships at sea to-day carry only one wireless operator who is on duty only during certain specified hours. During a considerable number of hours at sea, therefore, no wireless operator is on watch at present kept on these ships unless juniors act as watchers. This leads to the possibility that a distress call may be missed by a ship in a close proximity to the one which is in need of assistance, while being picked up by others which are at a greater distance away, thus causing the unnecessary diversion of large ships, when smaller ships in the same area would be able to give assistance more expeditiously and more economically if they received the call.

Object Of Auto Alarm.

The object of the auto alarm is to ensure that the call shall be received by the smaller ships and that no wireless distress calls shall be missed by any ships owing to an operator being off duty. When an operator is off duty, distress calls are registered automatically by the ringing of a bell which recalls the operator to his instrument. It was found at the trials that the most suitable form of signal is that which consists of a series of four second dashes separated by intervals of one second, as such a signal appears to be immune from other wireless signals and atmospherics. When three four-second dashes have been received by the auto alarm device its mechanism is set in operation and rings bells in the wireless room, the wireless operator's cabin and also on the captain's bridge on board all ships equipped with such apparatus in the vicinity of the call. The operator immediately resumes duty at the wireless office and receives the actual distress message which follows the alarm.

The Demonstration.

In the wireless operating room on board the *City of Pekin* a small but interested gathering watched, fascinated, the little black box which appeared almost human in the response it made to the alarm signal sent out from the Sun Life tanker, *Capt St. Agnes*, in Keppel Harbour.

The demonstration had been arranged by Mr. H. J. Tattersall, Superintendent of the Marconi International Marine Communication Co., Singapore Branch.

As the first-second dash came through a buzzing was heard and a lever arm inside the glass topped black box gradually rose until it made contact and released the pawl holding a brass toothed wheel, which turned round until the pawl dropped into the second tooth. A second, and third time the signal moved the pawl and ratchet device and at the third movement a bell in the operator's cabin rang.

Ordinary signals passed straight through the apparatus, merely making a buzzing sound, for the device does not work unless the tapping key on the sending vessel is held down for the duration of four seconds. Should a vessel, however, send a single four-second dash, the ratchet and pawl is actuated, a second pawl arm at the opposite side of the apparatus is returned to its normal position and the four-second dashes pass through. The

(Continued on next column.)

WORLD'S BIGGEST LINER.

ORDERED BY CUNARD LINE.

TO COST £2,000,000.

The Cunard Line has decided on plans for the construction of the world's biggest most luxurious, and fastest liner, and the order will be placed very shortly.

It is to be more than 60,000 tons, will cost £2,000,000, and will take two years and a half to build. Only yards on the Clyde or the Tyne could build such a large vessel.

The largest of the Cunard fleet is the *Berengaria* (32,325 tons), formerly the German liner *Imperator*. The new vessel will be considerably more than 1,000 feet long and will surpass in other dimensions the *White Star* liner *Majestic* (56,531 tons, and 915 feet long), formerly the German liner *Bismarck*, the present largest ship in the world.

Other details of the Cunard's new vessel are not yet available, but it is stated that when they are announced they will be found to surpass anything in the way of luxury and accommodation yet afloat.

The ship is expected to carry between five and six thousand people.

White Star Project.

The White Star Line is also credited with having under consideration the construction of a giant liner.

The Cunard Line holds the blue ribbon of the Atlantic for speed with the *Mauretania* (30,685 tons), which in 1910 crossed the Atlantic from Southampton (off the Irish coast) to Ambrose Channel (off New York) in 4 days 10 hours 41 minutes, giving an average speed of 28.06 knots.

Since then the *Mauretania* has established the world's record between Cherbourg (France) and Ambrose Channel in 5 days 3 hours 20 minutes and the trip in the opposite direction in 5 days 1 hour 45 minutes.

GIANT RACING LINERS.

LONDON.

The *Daily News* forecasts a revival of the contest for the Blue Ribband of the Atlantic.

The American Shipping Board's report, forecasting the construction of high-speed liners, has been speedily followed by the White Star Company ordering Harland and Wolff to build the largest and probably the swiftest ship in the world, with a length of nearly a thousand feet, exceeding the *Majestic*, which is 956 feet. It will be driven by motor engines and the speed is likely to exceed the *Mauretania's* average of 28 knots, which held the Atlantic speed record for twenty years.

The Cunard Company is considering the construction of a Super-*Mauretania* to establish a further record in size and speed.

The North German Lloyd Company hopes to capture the speed record with their new liners Bremen and Europa which are now being built.

The White Star Company's giant motor-ship is of the most outstanding importance in the history of ship-building. It is twice the size of the present largest Italian liner *Augustus*, which is 33,000 tons.

alarm bells continue to sound in the operator's sleeping berth, the wireless cabin and near the chart house until the distress call is attended to. The range of the instrument on board the *City of Pekin* is a hundred miles, Mr. C. W. H. Ashwin, the wireless operator on board, explained.

Its Use Compulsory.

The use of such an apparatus on board all "Class 2" ships was made compulsory by the Board of Trade last July and its use on board "Class 1" or "Class 3" ships is left to the discretion of the owners. Over two hundred British ships are now being fitted with the new Marconi Auto Alarm apparatus, and it is understood that at least twelve steamers using Singapore will be fitted here with the latest wireless wonder.

Class 2 ships, it should be mentioned, carry as a rule only one wireless operator and two "watches," or apprentices; the latter are not trained wireless operators and can usually only receive S.O.S. calls and thus the installation of the new apparatus is invaluable.

"Science is rapidly reducing the perils of the sea to the smallest possible limits. Thirty years ago the simple transmission of wireless messages came as a boon to the traveller by sea; but wireless gradually became an integral part of the shipping organisation. Then came the wireless itself of enormous assistance to navigation, particularly in foggy weather; and now the development of the auto alarm device will be instrumental in increasing still further the safety of sea travel by ensuring the earliest possible arrival of assistance in time of need.

SUPPOSED VICTIM OF "TITANIC."

FOUND AFTER 16 YEARS' SILENCE.

LONDON, Dec. 2nd.

One of the supposed victims among the 1,500 odd persons who were drowned when the *Titanic* sank in the North Atlantic in April, 1912, after striking an iceberg on her maiden voyage to America, has re-appeared, after nearly 16 years' silence.

The person in question is Mrs. E. Robertson, who has just visited her home in Coalville, Leicestershire.

Her explanation is that she cancelled her booked passage to America on the ill-fated vessel at the last moment. She says that she did war work and was captured by the Germans, but would not give any details of her later movements. Mrs. Robertson visited Coalville to see her mother, whose shock at seeing her was only mitigated by the fact that a report had called on her on the previous day to say that he had met her daughter.

Mrs. Robertson stayed at Coalville for two nights, then left, giving no indications of her future movements.

THAMES NAVIGATION DIFFICULTIES.

BARGES AND STEAMERS.

Another case of collision between a Thames sailing barge and a large steamer has passed through the Courts, says the *Nautical Magazine*. The barge drifting about with little wind sought to pass ahead of the big vessel and probably would have done so but for the fact that when near the steamer she found herself "blanketed" from the breeze. Then she attempted to pass astern, but her mast caught one of the big vessel's lifeboats and she was dragged alongside. The steamer was found to blame.

It was held that she should have kept out of the way of the sailing vessel. Such is the law. We appreciate the difficulties navigators of big vessels have to contend with in narrow channels amongst sailing barges who are a danger to themselves and a menace to the safety of large ships in the fairway. Not so long ago three steamers were involved in a collision through a barge getting in the way of a leading steamer which suddenly stopped. The vessel went astern to avoid collision with the one ahead, deviated too late from her course, and was run into by a third vessel coming in the opposite direction. Result—three ships damaged; the barge remained intact.

GALE REVEALS LOST GRAVE-YARD.

800-YEARS-OLD TOMBS OF WELSHMEN.

One of the weirdest results of the recent gale has occurred at Treardur Bay, near Holyhead, where the violence of the storm has disclosed a grave-yard 800 years old that has lain buried unsuspected in the sand dunes.

The skeletons of Celtic men lie scattered on the beach, and their primitive tombs tier upon tier, are exposed to the elements, writes a *Daily Mail* correspondent.

The bones which are brown with age indicate that many of the dead men were old and powerfully built. Altogether there are thirteen vaults exposed to view, and they are in three layers. Each primitive tomb is built of local stone apparently of volcanic origin, with three sides and a roof.

The discovery is regarded as of such importance that Archdeacon Evans, of Anglesey, paid a visit to the tombs to see what could be done to preserve this consecrated ground. He estimated that the bones were between 700 and 800 years old.

"Many years ago," he said to me, "Anglesey was divided into the Collegiate Church of Penmon and the Archdeaconry of Anglesey. In most of the Anglesey parishes there were little oratories.

One of the first persons to discover that the graves were unearched was Lady Ellis-Griffith, of Edwyn Capel.

"I was walking along the beach with my dog on the morning after the gale," she told me, "when I noticed it scratching the sand. I then saw a number of bones protruding from what appeared to be an ordinary sandbank. I went nearer and was very surprised to see a skull."

During the last century, I was told, the sea has encroached about 200 yards, and there are still people living in Treardur who remember seeing portions of the old church before it was completely swallowed by the waves.



REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPIRATION ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	SHAL, K'UNGO, & AMOY	In Port	29th Dec.	BATAVIA
TJILIWONG	JAVA, MACASSAR, & AMOY	2nd Jan.	4th Jan.	AMOI & SAIGON
TJIKINI	N. C. & AMOY	2nd Jan.	4th Jan.	MACASSAR & JAVA
TJILARORA	BATAVIA	5th Jan.	7th Jan.	AMOI, SHAL, K'UNGO, & AMOY
TJIMANOR	SHAL, K'UNGO, & AMOY	8th Jan.	10th Jan.	BATAVIA
TJISAROE	JAVA, MACASSAR, & AMOY	12th Jan.	14th Jan.	AMOI & N. CHINA
TJISAROE	N. C. & AMOY	15th Jan.	17th Jan.	BATAVIA
TJISAROE	BATAVIA	18th Jan.	20th Jan.	AMOI, SHAL, K'UNGO, & AMOY
TJISAROE	SHAL, K'UNGO, & AMOY	22nd Jan.	24th Jan.	BATAVIA

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a fully qualified wireless telegraphist. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF PEKIN"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims against the Steamer must be presented to the Underwriter on or before 9th January, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 27th Dec., 1927. [6699]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENBENNES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims against the Steamer must be presented to the Underwriter on or before 16th January, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd January, 1928, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 27th Dec., 1927. [6698]

HONG KONG TIDE TABLE.

From Dec. 28th, 1927, to Jan. 3rd, 1928.

HIGH WATER. LOW WATER.

Day of Week. Date. Time. Height. Day of Week. Date. Time. Height.

Wed. 28. 1.25 a.m. 4.2 m. 6.43. 0.8

Thurs. 29. 2.23 a.m. 4.3 m. 7.22. 1.1

Fri. 30. 3.02 a.m. 4.3 m. 8.22. 1.4

Sat. 31. 4.02 a.m. 4.3 m. 9.14. 1.8

Sun. 1. 3.16 a.m. 4.3 m. 10.10. 2.2

Mon. 2. 4.47 a.m. 4.3 m. 10.59. 2.5

Tues. 3. 6.12 a.m. 4.3 m. 11.48. 2.9

Barometer... 29.07 29.90 29.95

Temperature... 70 67 66

Humidity... 80 80 75

Wind... E ENE W

Force... 3 1 2

Weather... 0 0 0

B... 0.0 0.0 0.0

Highest open-air Temperature, 28th: 71

Lowest open-air Temperature, 27th: 67

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

What was wanted, he said, was a dignified woman at the head to run it as a practical proposition.

"CIEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENOGLE"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims against the Steamer must be presented to the Underwriter on or before 16th January, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th December, 1927, at Noon, within the Free Storage period.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 23rd Dec., 1927. [6692]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 27th.

Day at 3 p.m. at 1 a.m. at 3 p.m.

Barometer... 29.07 29.90 29.95

Temperature... 70 67 66

Humidity... 80 80 75

Wind... E ENE W

Force... 3 1 2

Weather... 0 0 0

B... 0.0 0.0 0.0

Highest open-air Temperature, 28th: 71

Lowest open-air Temperature, 27th: 67

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"CHENAN"	On 29th Dec.	8 a.m.
BANGKOK	"CHENAN"	On 30th Dec.	4 p.m.
SHANGHAI & TSINGTAO	"SUICHAN"	On 31st Dec.	6 a.m.
WEIHAIWEI, OHLEWOO	"SUICHAN"	On 31st Dec.	6 a.m.
AMOI, SWATOW & SHANGHAI	"HUICHOW"	On 31st Dec.	7 a.m.
SINGAPORE	"ANKING"	On 1st Jan.	7 a.m.
SWATOW & BANGKOK	"KALGAN"	On 1st Jan.	10 a.m.
HOIHOW & AMOI	"TEAN"	On 1st Jan.	Noon
SWATOW, SHANGHAI & DALNY	"LIANGHOU"	On 2nd Jan.	8 a.m.
AMOI, SHANGHAI & TSINGTAO	"SINKIANG"	On 2nd Jan.	8 p.m.
AMOI, SWATOW & SINGAPORE	"KWEITANG"	On 3rd Jan.	6 a.m.
SWATOW & SHANGHAI	"CHUSAN"	On 5th Jan.	8 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 7th Jan.	6 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 8th Jan.	7 a.m.
SWATOW, SHANGHAI & DALNY	"YINGHOU"	On 8th Jan.	8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 8th Jan.	10 a.m.
AMOI, SHANGHAI & TSINGTAO	"SUNNING"	On 9th Jan.	5 p.m.
SWATOW & SHANGHAI	"HUPH"	On 12th Jan.	9 a.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to
\$80 SINGLE and \$90 RETURN.
 For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
 TELEPHONE CENTRAL 35
 LARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
 VIA MANILA AND THURSDAY ISLAND.
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

SHIP	DATE OF DEPARTURE	DATE OF ARRIVAL
TAIPING	7th January	14th January
CHANGTE	14th February	21st February
TAIPING	9th March	16th March
CHANGTE	6th April	13th April

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
 TELEPHONE CENTRAL 35. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	Via Suez Canal	23rd January
S.S. "CITY OF KIMBLEY"	Via Suez Canal	30th February
S.S. "LYCAON"	Via Suez Canal	8th March

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—**BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG**

HONG KONG & CANTON. **JARDINE, MATHESON & Co., Ltd., CANTON.**

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAVANESE PRINCE" ... 1st January, 1928.

M.V. "JAPANESE PRINCE" ... 29th January, "

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince. King's Building.

16

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It cleans out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, quinsy or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, stimulating, epinephrine, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and "Brain Weakness"

VETARZO REGULATORS. Safe and Reliable.

English Price 3s (other currency). The VETARZO REMEDIES CO. General Office, 10, W. 1st, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on getting VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by Licensed Chemists.

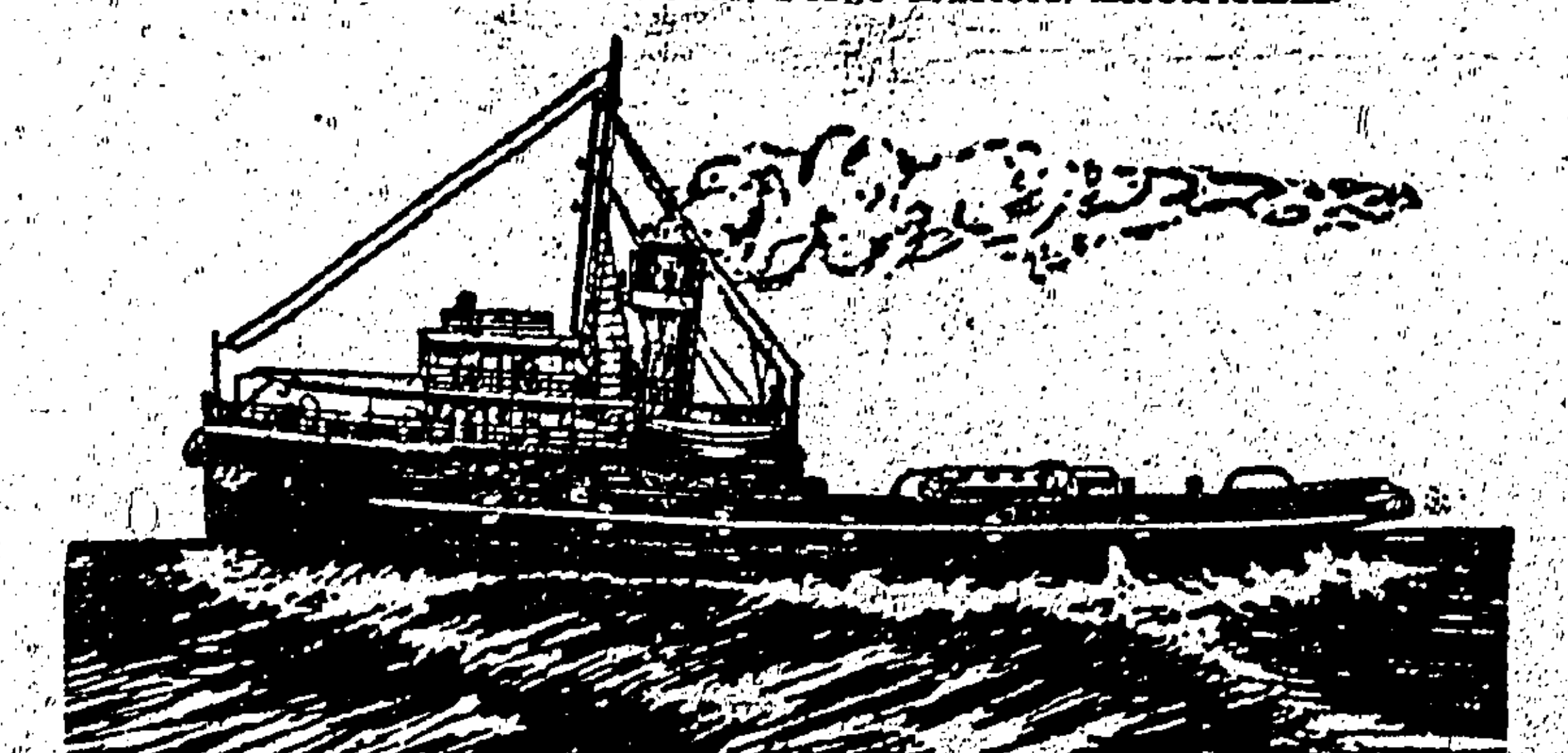
Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	Per s.s. President Taft, from Manila, on December 28th:—For Hong Kong: Mr. and Mrs. Ang Hok Hin, Mr. Ah Fook, Miss E. F. Kline, Mrs. J. W. Osborne, Mr. San Sing, Mr. Y. Fung, Among passengers passing through Hong Kong were:—Lt. Comdr. D. W. Cox, Mr. H. W. Kirby, Mr. and Mrs. Wm. Finby, Mr. A. Soergel, Mr. J. Thompson, for Shanghai; Miss Mildred Hart, for Yokohama; Mr. John T. S. Lim, for Seattle.
December 28th.	Arrivals.	Departures.
Chinhua, British str., 1,333 tons, Capt. C. Harris Walker, from Shanghai and Amoy, with a general cargo, lying at Stonecutters—B. & S.	Per s.s. Kama Maru, from London and ports, on December 28th:—Mr. E. B. Lambert, Mrs. G. M. Lambert, Miss F. M. Donnell, Mr. J. J. McGivern, Rev. Brother High, Mr. E. A. Card, Mr. J. Hoosen. Among passengers passing through on their way to Shanghai and Japan were:—Mr. W. H. Nash, Dr. H. L. Cummings, Mrs. D. W. Cummings, Mrs. D. O. Connell, Mrs. J. Picca, Mr. H. Martin, Mr. M. H. Darwood, Mr. A. Fischer.	Per s.s. Kashiwa, for London via ports, on December 28th:—From Shanghai, Capt. V. G. Clayton, Mr. A. E. Cherry, Mr. R. C. Crompton, Mr. M. E. Dixon, Mr. G. Earlam, Dr. H. G. Earle, Mr. T. Fitzpatrick, Mr. V. L. P. Fowke, Comd. G. A. Guthrie, Mr. J. Gould, Mr. M. Henderson, Mr. and Mrs. H. M. Hodges, Pay-Mr. Lt. S. A. Jolliffe, Mr. S. Jones, Mr. T. C. Kingwell, Mr. and Mrs. K. Tze Kian Lee and three children, Mr. E. McHugh, Stos. P. Oller, P. Matthews, Mna. Parker, Mr. Tan San Koo, Mr. C. Urwick, Mr. E. M. F. Williams, Mr. and Mrs. E. W. J. Wedlock, From Hong Kong, Mr. J. Anderson, Mr. A. Baker, Mrs. Chin Nam, Mr. and Mrs. A. B. Didsbury and three children, Mr. L. J. H. Edge, Engr. Comdr. A. E. Francis, Mr. and Mrs. G. Gourlay and two children, Mr. G. F. Graver, Mr. W. Lavery, Mr. A. Lockett, Miss K. Madden, Mr. H. F. D. Marsh, Mr. W. C. Mitch, Mrs. H. B. Northey, Mr. Wm. Orr, Mr. W. J. Mol. Padden, Mr. and Mrs. W. Parkin, Mr. T. Sheppard, Mr. D. Sitters, Mr. T. T. Sparkes, Mr. and Mrs. L. S. Stevenson and two children, Mr. T. A. Thorani, Mr. K. Toft, Miss Too Tung Mei, Miss P. Watt, Mr. F. A. Wells, Mr. H. C. S. Wilmet, Mr. and Mrs. C. F. Young, Mr. J. N. Young, Mr. C. F. Young.
City of Peking, British str., 4,498 tons, Capt. A. Sproule, from Singapore, which port she left on December 20th, with a general cargo, lying at Holt's Wharf—Bank Line.	Per s.s. President McKinley, from America and ports, on December 28th:—For Hong Kong: Mr. K. S. Chan, Mr. L. C. Chan, Mr. S. S. Chellaram, Mr. Kwong Loy Chin, Mr. J. B. Condliffe, Mr. John Coulthart, Miss S. V. Dai, Mr. and Mrs. J. D. Dickinson, Mr. S. Q. Dong, Mr. G. Fosby, Mrs. W. L. Gaddum, Mr. V. S. Huang, Mr. Tong Po Kan, Mr. and Mrs. Leong Hoe Ko, Master Hwa Ko, Mr. S. Y. Koo, Mr. Y. Y. Li, Mr. Chip Yuen Low, Mr. George Lynott, Mr. F. Mei, Mr. T. S. Mei, Mr. W. Murata, Mr. Potter, Quong Po, Mr. Hing Tam, Mr. and Mrs. Chung Ping, Miss A. Tao, Mr. K. K. Tsing, Mr. A. G. Waller, Mr. B. W. Wedderburn, Mr. Chi Ping Wei, Mr. C. S. Woo, Mr. Harry Wong, Mr. Yoke Pui Wong, Mr. Yok Chin Wong, Mr. H. K. Wong, Mr. Koon Yu Young, Mr. Yuen Fuk Yu, and Mr. Keng Fook Yu. Among passengers passing through on their way to Manila were:—Mr. and Mrs. A. Baker, Capt. W. Berthoff, Mrs. O. W. Braun, Mr. and Mrs. A. A. Bryan, Mr. Y. W. Buckley, Mr. E. F. Buckley, Ensign J. J. Cunningham, Mr. E. J. H. Gallit, Lt. Comdr. A. R. Marston, Father J. D. McCreary, Lt. W. W. Pace, Mr. H. H. Powell, Mr. V. M. Smith.	Per s.s. Devanha, from London via ports, on December 24th:—Mr. and Mrs. Turbyne and child, Capt. P. R. Cumming, Capt. D. R. Kilbee, Mr. W. Kerr, Mr. and Mrs. McKelvie, Miss M. B. Hall, Miss W. A. Robinson, Mr. and Mrs. A. C. English, Mr. L. W. Harrison, Mrs. B. E. Elliott, Mr. A. Tate, Mr. T. C. Nicholas, Mr. St. G. Clarke, Sub-Lt. Copeman, Sub-Lt. Jackson, Mrs. B. Hall and three children, Lt. Com. Haynes, Mr. C. Pearman, Mr. and Mrs. O. C. Kenoh, Mrs. J. Kenoh, Mr. and Mrs. F. Doorman, Mr. J. H. Stephen, Capt. and Mrs. A. E. Edwards, Mr. A. M. McGregor, Mr. C. C. Crampton, Mr. F. J. Flashman, Mrs. C. L. Crampton, Mr. and Mrs. E. C. Trickey and three children, Mr. F. L. Evans, Mrs. Culver and two infants, Mrs. F. Bowden and two children, Mr. C. E. Hay, Mrs. T. Green, Mr. C. Day, Mr. W. Prince, Mr. C. W. Manning, Mr. and Mrs. F. H. W. Graybrook, Mr. B. L. and Master Brown, Mr. E. W. Harro, Engr. Comdr. McCartan, Mr. and Mrs. G. V. Course, Miss I. M. Fleet, Miss E. McMillan, Lt. E. W. Bahkes, Miss I. Taylor, Mr. and Mrs. L. C. Bellamy, Mr. H. Watkins, Mr. and Mrs. A. P. Grimm, Mr. and Mrs. Stagg and family, Mr. W. Peach, Mr. H. L. Ward, Mr. W. H. Morris, Miss M. J. Wilson, Mr. and Mrs. Rous, Mr. W. Marsh, Mr. L. J. Marr, Mr. A. Pleeman, Mr. J. E. Hibbert, Mr. R. D. Cromartie, Mr. Nops, Mr. C. H. Calder, Miss M. M. Bannerman, Dr. and Mrs. F. D. McCormick, the Misses Lee, Mr. L. Rubenstein, Mr. C. G. Purchase.
Halifax, British str., 1,817 tons, Capt. C. W. Shearer, from Saigon, which port she left on December 22nd, with rice and general cargo, lying at buoy No. B36—Wo Fat Shing.	Shantung, British str., 1,583 tons, Capt. W. T. Hodge, from Canton, with a general cargo, lying at buoy No. B9—B. & S.	Tai Fook Sing, Chinese str., 1,403 tons, Capt. H. Madson, from Saigon, which port she left on December 22nd, with rice and general cargo, lying at buoy No. C33—Jardine, Matheson & Co.
Tjikembang, Dutch str., 5,023 tons, Capt. F. P. Schattenburg, from Batavia and Amoy, with empty drums and general cargo, lying at buoy No. A6—J.C.J.L.	Tonjer, Norwegian str., 1,949 tons, Capt. H. Rasmussen, from Canton, lying at Wharf—Doddwell & Co.	Tuenlee, Chinese str., 1,861 tons, Capt. J. Freymann, from Saigon and Amoy, with a cargo of rice, lying at buoy No. B47—Yuen Shing Fat.
December 27th.	Chiphing, British str., 1,109 tons, Capt. D. G. Burleigh, from Shanghai, which port she left on December 23rd, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.	Pooshing, British str., 1,433 tons, Capt. W. Allan Balch, from Shanghai, which port she left on December 21st, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.
Kama Maru, Japanese str., 7,855 tons, Capt. S. Enya, from London via Singapore. The former port she left on November 18th, with 1,450 tons of general cargo for Hong Kong and 7,000 tons in transit, lying at Kowloon Wharf—N.Y.K.	Kweiyang, British str., 1,530 tons, Capt. R. T. Stephens, from Bangkok and Hoioh, with a general cargo, lying at buoy No. B13—B. & S.	Van Heuts, Dutch motor ship, 2,784 tons, from Singapore, which port she left on December 21st, with a general cargo, lying at buoy No. A25—J.C.J.L.
CLEARANCES.	December 27th.	Chinhua, for Canton.
		City of Peking, for Takao.
		Pooshing, for Canton.
		Hai Hong, for Swatow.
		Hosai Maru, for Haiphong.
		Huichow, for Canton.
		Kum Sang, for Amoy.
		Shantung, for Amoy.
		Shiu Hing, for Macao.
		Satvika, for Saigon.
		Taipei Maru, for Wuhu.
		Yei-jun Maru, for Canton.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
 Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.E. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.L.A., Kowloon Dock, Hong Kong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"FOOSHING"	Sun., 1st Jan., at 7 a.m.
	"KWONGSANG"	Wed., 4th Jan., at 7 a.m.
	"CHANGSANG"	Sun., 5th Jan., at 7 a.m.
	"KWAISANG"	Wed., 11th Jan., at 7 a.m.
TIENTSIN	"CHIPSANG"	Mon., 2nd Jan., at 5 p.m.
OSAKA via AMOI, SHANGHAI, MOJI & KOBE	"NAMSANG"	Sun., 8th Jan., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG"	Wed., 16th Jan., at 7 a.m.
CANTON	"FOOSHING"	Wed., 23rd Dec., at 9 a.m.
	"CHIPSANG"	Fri., 30th Dec., at 10 a.m.
STRAITS & CALCUTTA	"FOOSHING"	Sun., 1st Jan., at 3 p.m.
	"HUSANG"	Wed., 11th Jan., at 3 p.m.
SANDAKAN	"SUISANG"	Thurs., 29th Dec., at 3 p.m.
	"MAUSANG"	Wed., 4th Jan., at 3 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
 GENERAL MANAGERS.
 TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE"	(via Oran)	1st January, 1928
Steamship "GLENIFFER"	(via Oran)	25th January, "
Motor Vessel "GLENAMOIY"	(via Oran)	2nd March, "
Steamship "GLEN SANDA"	(via Oran)	7th March, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOIY"	21st January, 1928
Steamship "GLEN SANDA"	27th January, "
Motor Vessel "GLENAMOIY"	3rd February, "
Motor Vessel "GLENAMOIY"	24th February, "
Steamship "CARNARVONSHIRE"	5th March, "

For Freight, Passage and further Particulars, apply to—

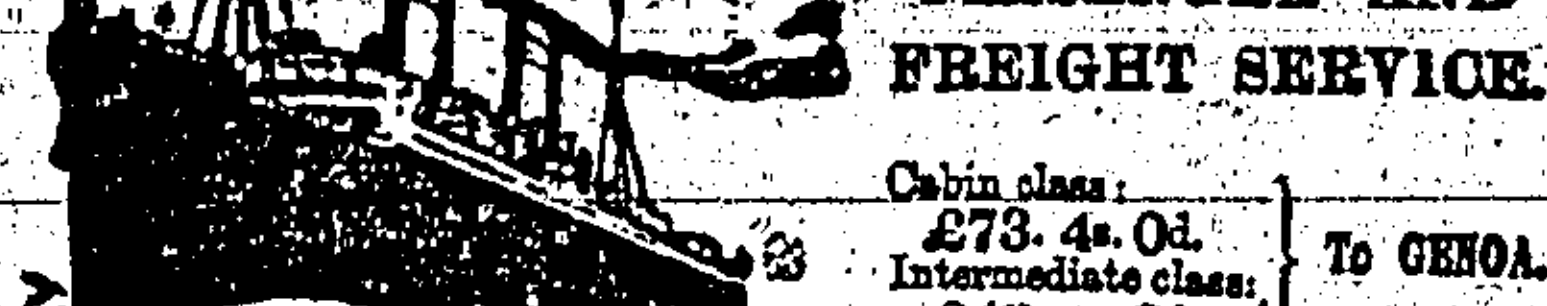
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 AGENTS: THE GLEN LINE, LTD.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN

PASSENGER AND

FREIGHT SERVICE.



Cabin class: 278 4s. Od. Intermediate class: 248 2s. Od. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, AMSTERDAM, ROTTERDAM & HAMBURG.
S.S. "DERFFLINGER"	17th Jan., 1928.	14th Jan., 1928.
S.S. "SAARBRUECKEN"	14th Feb., "	11th Feb., "
S.S. "COBLENZ"	14th Feb., "	10th Mar., "

Regular Fast Four-weekly Freight Service.

Next HOMEWARD SAILING:

S.S. "KOENIGSBERG" ... on or about 33rd Jan., 1928.

Next ARRIVALS FROM EUROPE:

S.S. "ANHALT" ... on or about 12th Jan., 1928.

* Will Call at Marseilles besides the usual ports.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.
 Telephone C. 4557.
 4, Queen's Building, Charter Road.

HONG KONG. [30]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN.

(Occupying 8 to 9 Days)

* HAINING ... Saturday, the 31st December, at 2 p.m.

* Calling at Swatow and Amoy with Passengers only.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

Round Trip Tickets will be issued from Hong Kong to Fochow (Fochow Anchorage) or vice versa and Return by the same Steamers at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
 General Manager.

When you go home—go by Canadian Pacific to Europe

Only 9 days across Pacific
from Japan!

Shortest—Most
Interesting
Way!



FAST travel time with good comfort and variety of route will be invaluable to you or the members of your family on the return trip home. Expresses of the Pacific are largest and fastest. Canadian Pacific is the shortest rail route across Canada... through North America's "50 Switzerland in One" And, from Montreal or Quebec, the Expresses of the Atlantic and Cabin Class Ships sail one third the way to Europe on the shortest St. Lawrence... with only about 4 days open sea. The splendid Expresses of the Pacific are typical of Canadian Pacific Railway and Atlantic Services... all one management. Each transfer means but a step from one to the other. Observation and observation-compartment cars on its great scenic rail route. Magnificent hotels too... if you can carry it, Victoria and Vancouver, at midhigh Bank and Lake Louise, at Montreal and Quebec.

Expresses of Canada—Expresses of Asia—Expresses of Russia
...Sailing frequently from Seattle, Hong Kong, Shanghai, Kobe and Yokohama
...to Vancouver via Victoria

Canadian Pacific
The World's Greatest
Travel System



N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
2120, 2115, 2110, 2105, 2095, via SAN FRANCISCO.
6440, 6430, 6420 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 31st Dec.
TENYO MARU ... Sunday, 29th Jan.

LONDON via Singapore, Suez, Marseilles & Ports.

HAUSAN MARU ... Saturday, 31st Dec.
KAWANO MARU ... Saturday, 14th Jan. 1928.
HARUNA MARU ... Saturday, 22nd Jan.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 18th Jan. 1928.
BOMBAY via Singapore, Penang & Colombo
AWA MARU ... Wednesday, 11th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINYO MARU ... Monday, 6th Feb. 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KAMAKURA MARU ... Friday, 20th Jan. 1928.
NEW YORK and/or BOSTON via PANAMA.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DUBBAN MARU ... Tuesday, 10th Jan. 1928.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Saturday, 31st Dec.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th Jan.

SHANGHAI, KOBE & YOKOHAMA.

SEIYO MARU (Kobe direct) ... Saturday, 31st Dec.

TOTTOBI MARU (Moji direct) ... Saturday, 31st Dec.

MOBIOKA MARU ... Sunday, 8th Jan. 1928.

KATOBU MARU ... Monday, 9th Jan.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 5th January, 1 p.m.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
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Telephone 1574. Your Business, Our Goal.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

FEWER ARRIVALS AND
SMALL CARGOES.

THROUGH "FREIGHTS ONLY"
2,300 TONS.

The Harbour Office returns for
the 24 hours ended at 9 a.m. yester-
day showed only 11 vessels arriving
into the Colony and consequently
freights both for this port and
beyond were below the average.

The Colony's imports amounted
to 9,855 tons, of which, 6,810 tons
were contributed by British ships.
The two best returns were registered
by the s.s. *Kaichang* from
Bangkok and Hoibow, and the s.s.
Halvard from Saigon. The first
named vessel was responsible for
1,890 tons and the latter 1,800 tons.
Through freights totalled to only
2,300 tons. Four British steamers
accounted for 2,281 tons. The only
four figure return was shown by
the British ship *Footling*. She
carried 1,928 tons from Swatow.

The arrivals and departures
during the period under review were
the following:—

	Arr.	Dep.
British	6	7
American	1	1
Dutch	1	0
Chinese	3	2
Japanese	0	2
Total	11	12

VESSELS EXPECTED.

Australian-Oriental Line.

Taipei, Jan. 7th.

Changie, Feb. 7th.

Bank Line.

City of Calcutta, Jan. 14th.

City of Madras, Jan. 21st.

City of Benares, Feb. 12th.

City of Adelaide, Feb. 18th.

Blue Funnel Line.

Union, to-morrow.

Perseus, to-morrow.

Tydrus, to-morrow.

Pyrrhus, Dec. 31st.

Myrmidon, Jan. 7th.

Thetys, Jan. 7th.

Mercur, Jan. 13th.

Mercur, Jan. 18th.

Proteus, Jan. 17th.

Trinius, Jan. 21st.

Nelius, Jan. 31st.

Ningchow, Feb. 2nd.

Philoctetes, Feb. 5th.

Talshybius, Feb. 7th.

denes, Feb. 13th.

Antiochus, Feb. 19th.

Achilles, Feb. 27th.

Medon, Feb. 28th.

Polyphemus, Feb. 28th.

Bellerophon, Mar. 2nd.

Calchas, Mar. 4th.

Sarpedon, Mar. 8th.

Teiresias, Mar. 15th.

Eurylochus, Mar. 27th.

British-India and Apear Line.

Santhia, Jan. 2nd.

Garmula, Jan. 7th.

Taklika, Jan. 12th.

Canadian Pacific Line.

Empress of Asia, Dec. 29th.

Dodwell & Co.

Corby Castle, Jan. 1st.

Viminate, Jan. 5th.

Bowes Castle, Jan. 22nd.

Dollar Steamship Line.

President Harrison, Dec. 31st.

East Asiatic Co., Copenhagen.

Java, Jan. 23rd.

Australia, Feb. 15th.

Asia, Feb. 21st.

Eastern and Australian Lines.

Arifura, Jan. 2nd.

Tanda, Feb. 8th.

Glan Line.

Glenamoy, Jan. 20th.

Glenamoy, Jan. 20th.

Glenamoy, Feb. 2nd.

Glenamoy, Feb. 3rd.

Carmarthenshire, Mar. 4th.

Hamburg-Amerika Line and

Hugo-Stinnes Linien.

Albert Fogler, Jan. 5th.

Oldenburg, Jan. 13th.

Havelland, Jan. 23th.

Saarland, Feb. 5th.

Emil Kiroff, Feb. 23th.

Holland East Asia Line.

Oostker, Jan. 10th.

Java-China-Japan Lijn.

Tjikini, Jan. 2nd.

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DAILY WATERFRONT NEWS.

"LAURENTIC'S" COMMANDER.

[BY LONGHORNMAN.]

Capt. E. L. Trant, of Liverpool,
has been appointed commander of
the new White Star liner *Laurentic*,
now completing at Belfast for the
company's Canadian service. Capt.
Trant joined the White Star Line
in 1898 and has had command of
several steamers since 1910.

Asiatic Deck Passengers.
Asiatic deck passengers to the
number of 297 were brought into
the Colony during the 24 hours
ended at 9 a.m. yesterday.

Shark Caught in English Channel.

A bull-nosed shark weighing half
a ton and measuring 8 ft. 4 in. from
the tip of the nose to the tail was
caught on November 17th in the
Channel about five miles off the
Kentish coast by the crew of the
Folkestone motorfishing lugger
Our Willie while herring fishing.
When it was captured in their net,
which the shark tried to lash round
its tail, the fishermen were able to
tow it to Folkestone harbour.
Captain H. Sharp, the owner of the
fishing lugger (who acted as pilot
to Miss Gleize, the Channel swim-
mer) said that the shark was the
largest he had so far met with in
the Channel. Its fins were razor-
like, and it had four rows of sharp-
pointed teeth.

Returned For Missing Passengers.

The Dutch passenger steamer
Patricia, from Rotterdam to Soura-
abaya, left Colombo on her voyage
to the Far East and about an hour
later was noticed to be returning
to port. She signalled that some
passengers were missing and that
she was putting back to port to get
them. On her arrival in port the
passengers, who were in a state of
panic at being left behind, were
hastened on board and the steamer
resumed her voyage.

Second Officer's Bravery
Rewarded.

Commodore C. A. Bartlett, on
behalf of the Free Government,
at the Customs House Buildings,
Liverpool, presented a silver medal
and diploma to Mr. F. Owen,
second officer of the *Neilia*, New-
castle, for bravery at sea. On Dec.
21st, 1925, in the Atlantic, the
Neilia sighted distress signals
flying from the *Trieste*, a three-
masted schooner, of St. Malo. A
heavy gale was blowing and a
strong sea running. A lifeboat in
charge of Mr. Owen was launched
and after great difficulty and at
the risk of their lives the lifeboat
crew rescued the crew of the
Trieste. Mr. Alfred de Curzon,
French vice-consul at Liverpool,
paid a tribute to the bravery of
British seamen and congratulated
Mr. Owen.

Prince Line.

Japanese Prince, Dec. 31st.

Japanese Prince, Jan. 28th.

Swedish East Asiatic Co., Ltd.

Canton, Jan. 5th.

Delhi, Jan. 13th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

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UNITED KINGDOM & CONTINENT

"CITY OF TOKIO" ... Marseilles, Havre, London, Rotterdam & Hamburg ... 8rd January

"CITY OF CALCUTTA" ... Marseilles, London, Rotterdam & Hamburg ... 15th

"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 14th February

"CITY OF BENARES" ... London, Rotterdam & Hamburg ... 20th

